



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

The Rays of the Sun
ARE RENDERED HARMLESS
BY USING
CROOKES' GLASSES
SUPPLIED BY
N. LAZARUS,
Optician,
12, Queen's Road C.

NO. 19,823. 第三十三百八千九萬一第 日九十月一拾年酉辛 HONGKONG, SATURDAY, DECEMBER 17TH, 1921. 大拜禮 號七十月式拾年拾國民華中 PRICE, \$3 PER MONTH

INTIMATIONS CHAMPAGNES

	Quarts	Pints	Duty paid
Pommery & Greno	\$94	\$97	"
Veuve Clicquot	94	97	"
Bollinger	92	95	"
Piper Heidsieck	90	93	"
Geo. Goulet	90	93	"
Delbeck	44	46	"

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G. MOUSSION,

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PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.		
7.00 a.m.	to 8.00 a.m.	every 15 minutes.
8.00	"	" 10 "
8.30	"	" 10 "
9.00	"	" 15 "
11.30	"	" 15 "
12.30 p.m.	to 2.30 p.m.	" 15 "
2.30	"	" 10 "
3.00	"	" 15 "
4.00	"	" 10 "
NIGHT CARS.		
8.50 p.m.	to 9.00 p.m.	9.20 p.m.
9.50 p.m.	to 11.30 p.m.	every 30 minutes
11.45 p.m.		
SATURDAY.		
Extra Car—12 midnight.		
SUNDAY.		
7.30 a.m.	and 7.45 a.m.	
8.00 a.m.	to 9.30 a.m.	every 15 minutes
9.30	"	" 10 "
11.30	"	" 15 "
12.00 noon	to 1.00 p.m.	" 10 "
1.00 p.m.	to 4.00 p.m.	" 15 "
4.00	"	" 10 "
NIGHT CARS.		
As on Week Days.		

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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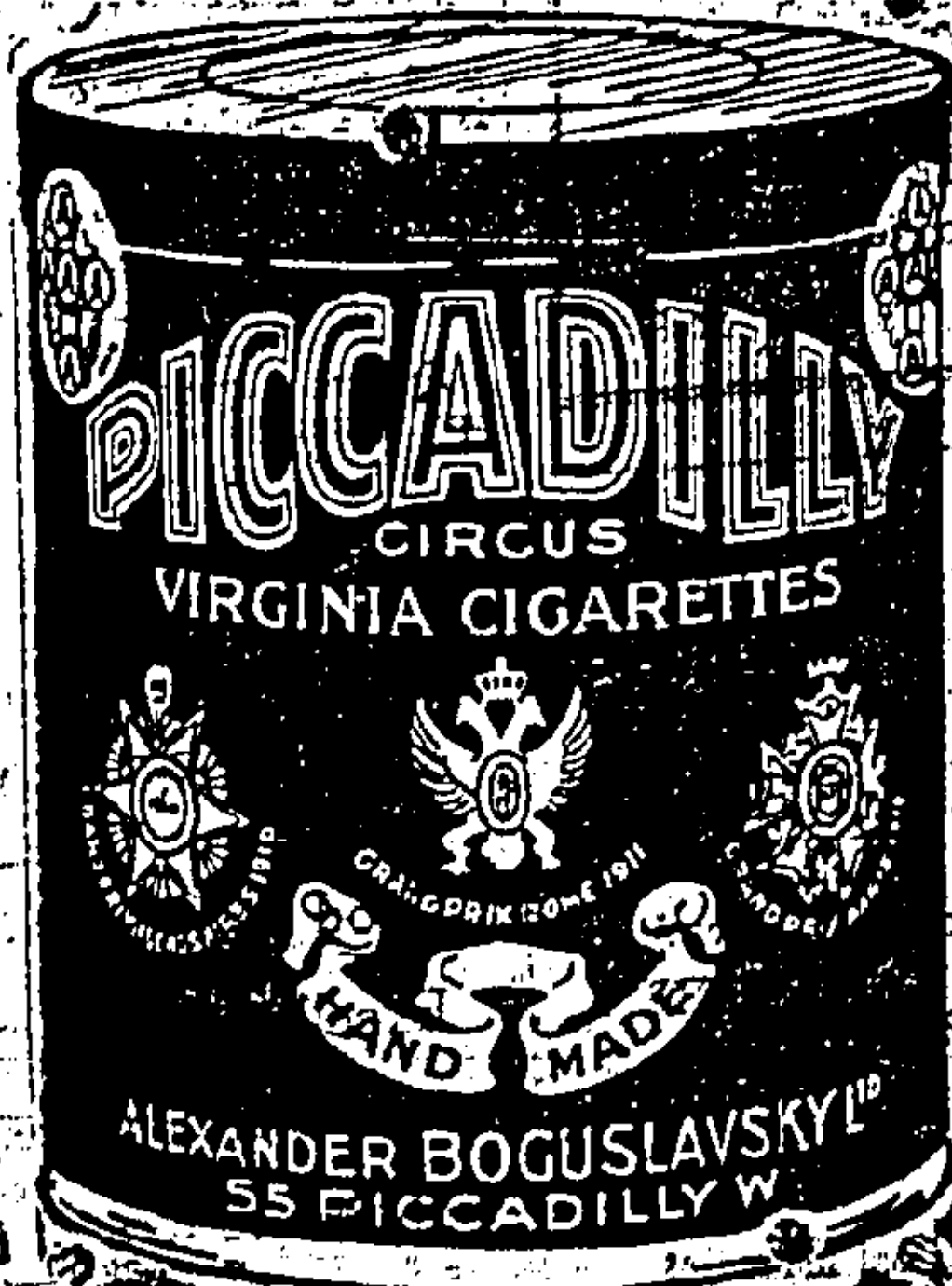
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AND

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THE CENSUS.

INTERESTING FACTS ABOUT THE URBAN POPULATION.

One section of the Report on the Census of the Colony contains the following interesting analysis of the returns regarding the Urban population:

AGE: BIRTHRATE.

The age tables have been adjusted to the European method of reckoning, but it is probable that some Chinese gave the age of children of one year according to the English method; this would make the figures for under one year slightly too high, and for under two slightly too low. After taking various factors into consideration, I calculate the birthrate to be about 23 per thousand, a high figure considering that males outnumber females by 63 to 37. Based on the figures given for infantile mortality in the report of the Medical Officer of Health for 1920, the death rate of infants under one year works out at 295 per thousand births, a figure which almost agrees with the loss shown in the age table which works out at 298. In the above calculations it is taken for granted that for all practical purposes emigration is balanced by immigration. But during 1920, only 2,113 Chinese births were actually registered, two males being registered to every one female. The use of such figures as these apart from the context in comparison with those for infantile deaths has led to grossly exaggerated statements about infantile mortality in the Colony.

DURATION OF LIFE.

After 40 there is a very marked decrease and a still greater fall between 50 and 55. In a comparison with the settled Chinese population of the Northern district of the New Territories such decrease seems to be normal, though in the urban districts till very recent years many Chinese, as soon as they had amassed a competency according to their station, returned to their native villages. This is only so in a minor degree at present, for although wages are higher, the cost of living has risen greatly, as well as the standard of living, and a considerably longer period of work is necessary before a man can retire to the country. The number of persons of 50 and above has increased 65.13 per cent as compared with 1911; against a total increase in the population of 51 per cent, a figure which also affords a clear proof of the greatly increased stability of the population.

SEXES.

Up to the age of five the numbers of males and females are practically equal; from six to twelve females exceed the males; this is due partly to the custom of sending boys at the age of seven back to the country or Canton to receive their Chinese education, partly to the import of male labour, and partly to the fact that many of the Chinese who come from outside the Colony are males, largely exceeding females, since at this age boys come to the Colony for higher education or to be apprenticed in various trades or to find work.

MARRIED STATE.

Marriage before 18 is comparatively uncommon and during the last 10 years there has been an increasing tendency for the marriage age to rise. By 25 most of the females are married, the unmarried residue being probably mostly prostitutes or ex-prostitutes, while in the case of the males it is not until the age of 35 that the majority are married.

In 1911 there were 69 males to 31 females, in the present Census 63 males to 37 females. Out of 33 married females to 67 married males, the figures for 1911 being 23 to 75; the difference is due to the large number of widows, which show an increase over 1911 of 159 per cent, while the widowers only show an increase of 19 per cent. The continued residence of widows in the Colony after the death of their husbands shows a very remarkable change in the customs of the population in ten years. Formerly on the death of the husband the widow returned to the country, now she evidently remains in Hongkong where she can if necessary find work in the various industries which are beginning to spring up.

Concubines show a very large increase from 1,280 in 1911 to 2,974. There were in addition 79 concubines whose status was irregular. This great increase in concubinage is due to the wealthier classes bringing their families to the Colony; in several families five or more were found, but the wealthy who possess a large number of concubines are generally accommodated in more than one house; therefore no large establishments were noticed. This great increase in concubinage of 138 per cent, is remarkable in view of the vastly improved status of women as a whole in the Colony, and the increase in the feeling against the custom among the enlightened classes. But at least among the new comers the custom seems as popular as ever, and large numbers of youthful concubines were found. The number of married women including concubines has increased by 76 per cent.

NATIONALITY.

Out of 45,924 persons born in the British Empire only 15,645 claimed British nationality, which can be interpreted that only so many can be considered permanently domiciled in the Colony. Out of 11,847 born in Macau only 251 claimed Portuguese nationality.

EDUCATION.

As in 1911 the bulk of the population are immigrants from the Delta districts of the neighbouring province of Kwangtung. There is an increase in the number of other provinces from 3,729 to 6,037. The number born in Hongkong is 43,275 against about 23,000 in 1911 and 1,523 in 1897; however, the figures for these two years are not quite reliable for the purposes of comparison. The number born in the New Territories is 2,241. This is apparently a reduction on 1911 figures which were about 2,000, after making certain deductions; the reduction in the males would be accounted for by their return to their birthplaces for the Chinese festival. The people of the New Territories of the New Territories seem to have very little inclination to migrate to the city to earn their livelihood.

EDUCATION.

The proportion of males able to read and write is 68.35 against 74.41 in 1911, females 11.55 against 17.01 in 1911. A distinct retrograde movement is shown in the proportion of the population able to read and write, which is a constant educational stand point.

MIGRATORY NATURE OF THE POPULATION.

The population still remains to a large extent migratory, a large proportion of the Colony and China. In 1920 about 1,300,000 arrived from China and 120,000 from places overseas, 1,350,000 left for China, and about 100,000 for places overseas. The number of persons born in Hongkong is only 43,275, well distributed among all ages up to 80, and much rarer after that age. In 1897 the number of women of child-bearing age was 28,483; this figure increased to 53,398 in 1911, and to 89,041 in 1921. Thus, during the period of 24 years alone, the number of children born and successfully reared in the Colony must have been at least four times the number still living in the Colony at the present Census. The number who claim British nationality, 15,645, is probably the best criterion by which to estimate the permanently settled portion of the population. However the increase in the number of children, married women and widows shows that family life is increasing which makes for greater stability. It would be instructive in the next Census to ask for the length of residence in the Colony.

OCCUPATION.

The system on which occupations have been classified is far more elaborate than that used in 1911, and is based on the method of classification as revised for the 1921 Census of the United Kingdom. The number of separate entries has been increased from 145 to 475. Though in the instructions printed on the back of the schedule a special warning was given against inaccurate and vague descriptions of occupation, a large number contented themselves with describing their occupation as "work," "business," "manager," "shop-assistant," "coolie," "artisan," "apprentice," etc.

The greatest increases are among the trades connected with metals being largely due to the activity of the two large shipyards. A large increase is also shown under the manufacture of clothes, but the large number of women returned as engaged in needlework is too high, and this term was probably used in very many cases as denoting simple household duties. The manufacture of hosiery and knitted goods especially in Yau-mai has greatly increased of recent years, the employees being chiefly women. A large number of women are also employed in cigarette-making at Wanchai. The rattan furniture trade shows a greatly increased number of hands.

Seamen appear in very large numbers, this being due to the shipping slump which has especially affected the smaller tramp coasting steamers, of which a considerable number were laid up in this port at the date of the Census. The bulk of the population still depends on general commerce for their livelihood, but many factories are gradually increasing, and Chinese seem more willing to enter their capital in industry than formerly. The chief manufacturing industries at present are ship-building, sugar-refining, manufacture of cigars and cigarettes, rope, paper, hosiery and knitted goods, preserved ginger and rattan furniture. Most of the other manufactures mentioned in the table are carried on on a small scale in shops employing less than 20 hands. Amongst the professions teachers have more than doubled. The only noteworthy decrease is under the sale of opium from 139 to 60, due to stricter control over the sale of the drug.

CHILD LABOUR.

In view of the interest aroused lately in the employment of young children, a special table has been devoted to the occupations of children under 14. English reckoning it will be seen that 18 are employed in domestic work very few in the other trades. Children employed carrying building material are included under Orders XIII. and XXII, which also include such occupations as painting, painting, scaffolding, stone breaking and other miscellaneous light work. The large number of girls classified under "Manufacture of Clothing" is accounted for by the great tendency displayed to record females who had no other occupation than helping in the home as engaged in needlework. It is unlikely that more than half the young girls so recorded actually earn wages by needlework. Few male apprentices under 12 are recorded, the age when apprenticeship generally begins being 13 to 16. The chief manufactures in which child labour can be usefully employed are those of cigarettes and hosiery in recent introductions on the factory scale. At present factories properly so called are very rare, and most of the child labour engaged in manufacture is employed in small shops or at home. The large number of boys employed in domestic duties, i.e., in private houses, or as cooks in shops, is noteworthy, contrasted with the small number of free girls so employed. Considering the absence of any legal restraint on the employment of child labour, the numbers of children actually employed in other than domestic work in proportion to the total number of children in the Colony appear very small; under 12 the number employed is 6,877 of whom 5,100 are employed in domestic duties mostly as multi-tasks.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. O. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

PARADES.

Infantry Drill will take place on Monday, December 19th, at Volunteer Headquarters, and Kowloon Docks on Friday, December 23rd, at 5.30 p.m., for trained men and recruits.

Dress: Plain clothes.

CADET COMPANY.

Parade.—The Company will parade at Headquarters on Monday, the 19th inst., at 5.30 p.m. All members are requested to attend.

Dress: Drill order with carbines.
G. F. E. RAPSON, Bt. Major, Adjutant, H.V.D.C.
Hongkong, December 16th, 1921.

THE CANTON TRAMWAY ENTERPRISE.

STORY OF THE CONCESSION.

An interesting story is told by a writer in the *Daily Province* (Vancouver) of how the concession for a tramway in Canton was obtained by Mr. Tom MacInnes, who is described as a "Canadian Post-Promoter." From it we quote the following:—

"Just before December, 1918, ended the promoter presented himself to pay his respects at the British Consulate. Consuls in the Orient assume great control over and responsibility for their nationals, so it is just as well to be on polite terms with them. Their manner seems to be a matter of long training, and it is very suitable for hot climates. Something after this manner they talked:

Tom MacInnes: Yes, I am a Canadian. The Consul: What are you here for?

T.M.: Thought I would like to build a tramway.

Con.: Where?

T.M.: Canton.

Con.: Well, that's a large order. May I ask if you have been around the city?

T.M.: Yes, I have wandered about a bit. It seems to be a regular old home town for one kind of people, doesn't it?

This remark, so typically American in phrasing, passed quite over the Consul's head.

Con.: So, you have been in the city; and what kind of a tramway could be built in it?

T.M.: The old walls are no use now for defensive purposes. The city has grown far beyond them. They almost form a circle within it, and they must be at least forty-five feet thick at the base. That would be wide enough and a circular tram might pay.

Con.: You had better go home and forget all about it. The Chinese would never let you take those walls down, even if any capitalist is willing to advance money for such a purpose.

T.M.: You may be right; you ought to know. But anyway, I would like to have a talk with the Governor. Could you arrange for me?

Consul: No, No! Can't have you running around these Yamen, you know, unless I were to send the Vice-Consul with you. Even if the Governor did consent to see you, he would only want to make a loan from you, and could give no good security. But the Governor is giving a reception to foreigners on New Year's night. I might get an invitation for you, and you would be presented. But that would be all.

The promoter accepted.

THE GOVERNOR'S RECEPTION.

At the far end of the city bund are open grounds, gardens and official buildings. And in one of the largest of them the reception was held. It being war time, the various nationalities were gathered into little groups, those favouring the Allies hobnobbing together, and those in sympathy with Germany, gathering together as far removed as possible from the others. From each of the groups those guests to be presented were led singly to His Excellency, Chu Chin-lan, Civil Governor of Canton, a handsome Northerner over six feet in height. He wore European evening dress and carried himself as a most finished gentleman. He spoke neither Cantonese nor English, but through his secretary addressed a few words in Mandarin to each guest as presented. When it came Tom MacInnes' turn he found himself in luck. He had met the secretary, Dr. Lin Tze-feng, at the Chinese Embassy in London, toward the end of 1914, and had grown very friendly with him. So he was warmly welcomed by the doctor. Immediately after meeting the Governor, the promoter had still another piece of luck. He met with Judge Peter Hing, who had formerly lived in Victoria, B.C., where the promoter and he had been the best of friends. Peter Hing is a splendid type of the modern Chinese, and was the first Chinese to graduate from McGill University, where he took a law course.

With the aid of these two former acquaintances, the promoter soon got a private audience with the Governor, which the Consul had said was impossible. The governor approved of the idea of a tramway and the new street system the promoter had in view. But there were many ancient and stubborn obstacles. One meeting followed another at the Yamen, until, one fine morning, the final one came. The promoter faced Dr. Lu, ex-Minister for China at the Court of St. James; General Tom Ho-Ming; Admiral Tom Hsia-heng, head of Canton River Commissary Board, and several foreign-trained English-speaking Chinese engineers. And they all could ask awkward and penetrating questions, and could appreciate too, whether the replies had value. The promoter was accustomed to being severely cross-examined, but he was hard put to it for over an hour answering men he needs must convince.

A few days afterwards he received a letter from the Governor accepting his offer and money to cover the engineer's expenses, and a few months later he pocketed the concession.

RAISING CAPITAL.

A minor revolution which disorganized things in the land in 1917 delayed the beginning of the work, which was fortunate in that it gave Tom MacInnes time to look around and find a capitalist or group who would finance the scheme, which seemed would eventually be very profitable. Tom MacInnes decided to do this. He went not to get a larger sum, but to get a group of men who would finance the scheme. He lived in Hongkong a Chinese business man of wide experience in Mexico and California, one of the outstanding figures in Chinese commercial life to-day, one of Eng Hong Kong. He controlled a line of steamships plying between the Orient and North America. Quite a number of these had been commandeered by the British and sunk by German torpedoes. On the day Tom MacInnes went to Eng Hong Fong the latter was in funds, having

just received a couple of million dollars indemnity from the British for his ship. He listened to the tramway proposition with interest, and decided he would raise all the money needed.

TREASURE IN WALLS.

In August, 1919, work was begun. Never perhaps in history have stranger contracts been taken than in this ancient city. The walls were known to contain great quantities of jade, ancient coins and ornaments hidden through the centuries by bandits and others, and which has not been recovered. So, when it came to let the contractors for taking down the walls, the tramway company found the contractors offering to do all the work for nothing. The work was let to certain applicants, and so great was the amount of treasure found in various parts of the walls that every one of them made money on the job, though they did it gratis.

The concession granted to Messrs. Tom MacInnes, Peter Hing and Sam Kee, was transferred to the Kwangtung Tramway Company, of which Eng Hong Fong is president and managing-director for life. Messrs. MacInnes and Sam Kee are directors for seven years. Peter Hing was general manager, with a competent Scotch engineer in charge of the work. So a great portion of the ancient walls were torn down.

A BRIGHTER CITY.

Thousands of houses lining the little lanes, by courtesy called streets, were swept away to make place for wide boulevards, varying from 80 to 125 feet in width. Twenty-five feet of space down the centre of these was right-of-way for the Kwangtung Tramway Company, who received the sole monopoly for twenty-five years to build and operate in any part of Canton or suburbs. The consideration paid was one million dollars, which the government decided to use entirely to complete new highways. Thus out of the idea of this Canadian has come a cleaner, brighter city, but one still picturesque.

[The subsequent history of the Kwangtung Tramway Company is the story of bad faith on the part of the Canton Government expressed in the cancellation of the concession after much capital had been invested in the enterprise.—Ed., H.D.P.]

SALE OF A STEAMSHIP.

"KONG CHOW" CHANGES HANDS.

Acting under instructions from Mr. F. E. Nash, solicitor for the mortgagee, the steamship *Kong Chow* (formerly the *s.s. Kwong Tai*) was put up for auction at Messrs. Lammer's auction rooms yesterday afternoon.

The vessel, which is at present lying off Samshing-poo in the Hongkong harbour, is registered at Canton. She is 370 tons net weight and is 113.5 feet in length; her extreme breadth is 23.45 feet and her depth is 9.55 feet.

There was a large number of people present at the sale, but the bidding was mainly confined to Chinese shipping merchants. There was no upset price stated and bidding opened at \$30,000. It was raised by a series of \$500 bids to the sum of \$3,500, at which figure the vessel was knocked down to Mr. Yeung Yee Nam.

ARMS SMUGGLING.

A CASE OF "GREAT IMPORTANCE."

Two Indian watchmen were charged with being in illegal possession of one German automatic pistol, fully loaded, 49 rounds of ammunition, and 23 tacks of opium at the Magistracy, yesterday. Mr. D. Burlingham, Assistant Superintendent of Police, prosecuted. He informed Mr. Wood that on Thursday, Sept. Kelly searched the godown at No. 192, Praya East, where the defendants were employed as watchmen. In the cubicle occupied by the first defendant the pistol, ammunition and opium were found underneath the pillow of the bed. The second defendant had been charged as he frequently slept in the room. If the defendants were to be let out on bail he suggested a sum of not less than \$500. He attached very great importance to this case.

Mr. Longinotto appeared for the defence and asked for a remand and for defendants to be let out on bail.

The case was remanded to Tuesday next and bail at \$500 was granted.

AMMUNITION CONCEALED IN A CLOCK.

A Chinese returned emigrant from Vancouver was charged at the Magistracy, yesterday, before Mr. R. E. Lindell with being in possession of an automatic pistol and 48 rounds of ammunition.

The ammunition was concealed in a clock, and sandwiched between two felt hats. The automatic pistol had been taken to pieces and stowed away in the back of the man's trousers.

Mr. Lindell said it was a case of deliberate smuggling and he ordered the defendant to pay a fine of \$250, the arms to be confiscated.

MYE COMFORT.

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work, over ten years' experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 63, Queen's Road Central.—Advr.

VICTORIA DIOCESAN ASSOCIATION.

A CHRISTMAS "AT HOME."

Those who passed by the City Hall yesterday afternoon had a reminder of the immanence of Christmas when they heard carol-singing from one of the upper rooms where a large assembly had gathered at the invitation of the Bishop of Victoria and the Committee of the Diocesan Association for a Christmas "At Home." The visitors were received at the head of the stairs by the Bishop of Victoria and the Rev. H. Copley, M.C., Cathedral Chaplain. A reception was served by the Hongkong Hotel in the Chamber of Commerce Room and then the guests passed into a large apartment where they were to have been entertained by a party of carol singers. At the last moment this arrangement had fallen through so the assembly was asked to entertain itself by singing carols, which it did, with rather more gusto than is usually put into the congregational singing at the Cathedral—not that that is saying very much. The Hon. Mr. Claud Severn and Mrs. Drew kindly led the singing. Mrs. Drew took the treble solo and her clear soprano voice was heard to good effect. Mr. Severn also was a host in himself; he not only took the tenor solo, very finely, but conducted the singing of the audience. It only needed someone to tell ghost stories and a reading of suitable extracts from Dickens to be quite an old-fashioned Christmas party.

Amongst those who attended were H.E. the Governor and Lady Stubbs, H.E. the General Officer Commanding and Lady Kirkpatrick, the Hon. Mr. Claud Severn, and Mrs. Severn, Mrs. Bowden Smith, Miss Duff, Mrs. Macnaghten, Miss Pitts, Miss Woo, the Hon. Mr. H. E. Pollock, Mr. J. R. Wood, the Rev. D. Pearce, Mr. N. Teesdale Mackintosh, Mr. M. S. Northcote, Major Hickling, Capt. Fisher, Mr. Schofield, Mr. A. Dyer Ball, Mr. Ernest Rice, most of the clergy of the Colony and many others. During an interval the Bishop of Victoria gave an address.

The Bishop of Victoria addressed the gathering on the purpose of the Victoria Diocesan Association and its progress. He explained that its object was to link together those at home and in Hongkong who were willing to support the work of the Diocese. At home, there were 600 members and in Hongkong 170. Everybody probably realised that the diocese was by no means an easy one to work; in fact it was a very difficult one. It used to take in Anglican church work in the whole of China and Japan; his predecessors had to make journeys to Peking, Shanghai and Japan; his task was smaller so far as distance was concerned, but it was still very large. In June he had to go right through Indo-China to get to Yunnan, a province three times the size of Great Britain, but only one of four provinces included in the Diocese. Kwangtung, another province in the Diocese, had a population of 30,000,000. He did not suggest that the work of the Anglican church was proportionate to the territorial extent of the Diocese, because it was not; but the Anglican church had a witness to give and it needed all the work that they could do to make that witness strong. Mr. Bailton at Washington spoke of Hongkong as the foremost port in the world and he also referred to the very great financial importance of the Colony. As church people they wanted to make the influence of the diocese strong in a religious sense. The average working life of his five predecessors as Bishops of Victoria had been fourteen years; he could not feel that, if he carried on for fourteen years, that the result of his first year's work, multiplied by fourteen, would take them very far. Nevertheless, there had been good deal of activity; new churches were being consecrated and new schools opened; building schemes, as at St. Stephen's Girls' School and the Diocesan Boys' School, were in view. Only yesterday he heard of a generous gift that Sir Paul Chater was making in memory of the late Dr. Jordan. Sir Paul had offered a considerable sum of money to purchase a new organ and a memorial window for St. Stephen's Church, where the memorial service was held. These things were very encouraging; but he was convinced that the diocese would never make great progress unless he, as Bishop, had behind him a strong and united body of workers. That was the object of the Victoria Diocesan Association, which aimed at organising such a body so that workers could be united in spite of all the constant changes of personnel taking place in Hongkong.

Speaking of the progress of the Association, the Bishop recalled the first annual reunion in London last June, attended by the English members and by those resident in the Colony who happened to be at home. Speakers who represented the diocese on that occasion were present now—Mr. Copley, M.C., whom they were glad to welcome back again, and Mr. Arthur Stewart who only returned on the previous day. It was felt at that meeting that there was a rallying point for all those at home who were interested in Hongkong. He hoped that at next year's meeting General Sir G. M. Kirkpatrick would be in the chair.

(Continued at foot of next column.)

SPORT.

CRICKET.

H.K.O.C. v. THE NAVY.

This match takes place on the Club ground to-day, commencing at 12.15. The band of H.M.S. *Hawkins* will be in attendance. The following will represent the Navy:—Lieut. Beatty, Rev. Crole Rees, Lieut. Franks, Lieut.-Com. Greig, Midshipman Hayter, Lieut.-Com. Jotham, Midshipman Sheffield, Surg.-Lieut. Com. Stephen, Sub-Lieut. Stephenson, Lieut. Stewart, and Commander Wood.

CIVIL SERVICE v. UNIVERSITY.

The following will represent the Civil Service in their home league match, at 2.15 p.m., to-day:—G. R. Sayer (capt.), E. B. Reid, E. W. Hamilton, A. E. Wood, W. H. Edwards, H. E. Strang, F. J. Ling, E. C. Fincher, E. E. Dunkley, E. J. de Rome and R. C. Wittchell.

C.C.C. v. C.R.C.

The following will represent the C.C.C. in their league match against the C.R.C. to-day on the C.R.C. ground, at 2 p.m.:—B. M. Bradley (capt.), J. Bryant, U. Omar, S. Jex, D. Wilson, M. Marsh, Y. Abbas, A. Paice, A. Anderson, R. Bass, A. Paddyad.

K.C.C. v. INDIAN R. CLUB.

At Soe Kun Po Valley, to-day, at 2.15 p.m. The following have been selected to play for the K.C.C.:—J. P. Robinson, J. Stalker, B. D. Evans, G. J. Stapleton, C. L. Braga, K. R. Macaskill, Capt. E. G. Spinks, F. G. Thompson, D. M. Goodall, C. Dance, Lieut. A. G. Macdonald.

The following will represent the I.R.C.:—A. J. Arculli, M. H. Abbas, A. R. Bunn, J. H. E. Ismail, S. D. Ismail, S. A. Ismail, J. S. Curran, D. Ismail, S. A. Ismail, O. Ismail and F. M. Arculli.

K.C.C. 2nd XI. v. I.R.C. 2nd XI.

The teams selected to play in this match at Kowloon to-day at 2.15 p.m. are as follows:

Kowloon.—A. O. Brawn, H. Overy, E. J. Edwards, L. E. S. Hodge, L. J. Blackburn, E. F. Spinks, E. E. Lawrence, F. Evelyn, W. B. Haslett, E. W. Alderson, and A. Leach.
Indian R.C.—E. Ali Moosdeen, E. Moosdeen, S. Abbas, O. A. Rumi, H. M. Mader, H. D. Rumi, N. B. Kitchell, R. Nazarin, T. A. Wahab, A. K. Mian, and M. S. Sadiq. Reserves:—I. Hassan and A. R. M. Samy.

FOOTBALL.

The following is the programme in the Hongkong League to-day:

Division I. Kick-off at 4 p.m.
Hongkong Club v. H.M.S. *Titanic*, Club ground. Referee: Mr. Jones.
R.G.A. v. South China, Sookunpo, ground. Referee: Mr. Hollands.
H.M.S. *Tamara* v. *Wiltshire*, Navy "B" ground. Referee: Mr. Leif.
H.M.S. *Ambrose* v. Kowloon, Navy "A" ground. Referee: Mr. Moore.
H.M.S. *Cairo* v. Hongkong Police, South China ground. Referee: Mr. Chesley.

Division II. Kick-off at 2.30 p.m.
22nd Punjab v. H.K. Club Reserves, Railway ground, Kowloon. Referee: Mr. Sayer.

South China "A" v. Wiltshire Reserves, South China "B", Kowloon ground, Happy Valley. Referee: Mr. Austin. Kick-off at 4 p.m.

University v. St. Joseph's, St. Joseph's ground. Referee: Mr. Angus.

RUGBY.
Hongkong Club v. H.M.S. *Cairo*, Club ground (kick-off at 2.30 p.m.).

Late starts are constantly being reported and Club Secretaries are advised to turn their teams out punctually.

Titanic are the visitors to the Club ground this afternoon and a fast game should see the sailors win their first League match this season.

The Club will take the field without Gerrard, Bailton and Telfer and with the sailors turning out most of last year's players they should capture the points.

(Continued on next column.)

and the Archdeacon Barnett would speak. Ten members of the Home Committee had been resident in this Diocese and knew the conditions; Mr. Bowley, who had just returned home, had become one of the editors of the *Outpost*, the organ of the Association. The Bishop mentioned various efforts made at home in support of the diocese and also related the work which had been done in Hongkong since the Hongkong branch was formed. A committee of ladies had been helping Mr. Waldegrave in his work in the Missions to Seamen. A working party had been making articles for the hospitals in Pukhoi and Yunnanfu; Mrs. Wyndham had collected a great number of articles for a sale held in Kensington; other ladies had given voluntary services to local educational institutions. Also, as a result of the two concerts held recently in the Cathedral Hall, \$250 had been raised for hospital work, thereby relieving the missions which this year had suffered greatly owing to bad conditions at home. A generous anonymous donor had given \$250 to the Association and the Bishop hoped that similar sums might be given in order that work in mission schools might be supported. Teachers were doing their work short-handed and under very great difficulties.

At Sookunpo a battle royal, will be fought between South China and the R.G.A. The soldiers play good football at home as the ground is suited to their style of play. At present they are up against luck for within a week they have played two games against the *Tamara* and after having much the better of the games, only took one point out of four. The Chinese also consider this ground to be in their favour for they have played numerous games at Sookunpo Valley before it was finally handed over to the Garrison. The military are arranging for a large attendance and the game should be worth watching for both teams will be all out to play the game. Another good match between the services should be seen on the Navy "B" ground where the Wiltshires oppose the League leaders in their return match. The sailors are playing a great game just now and should strengthen their position at the head of the League by defeating their military rivals for League honours. The Wiltshires will be out to defeat the sailors and by so doing go to head of the table, should the R.G.A. prove victors over the Chinese at Sookunpo.

Ambrose are at home to Kowloon on Navy "A" ground and a fast game should end in a win for the sailors.

Cairo receive the Police in their return match on the South China ground, and the Police should win. *Tamara* and Valentine will be out this week and with a full side the Police should take both points in a fast game. Last meeting they shared the points with the sailors. The sailors are turning out a good side and with Stevenson leading the attack and Eve in goal they will make the Police go all the way. Swan would be well advised to watch the ball and not argue with the spectators near the goal posts.

South China "A" and Wiltshires on the South China ground should draw a large crowd in the opening half of the game (the Chinese seniors early in the closing half) and a fast game should end in favour of the Chinese. The Club Reserves will have to put out a strong side, if they wish to defeat the Indian soldiers. Kowloon and South China "B" should play a draw and University should defeat St. Joseph's.

H.K.P.C. v. PUNJABIS.

The following will represent the Hongkong Club Reserves in their match v. the Punjabis, to-day at 2.30 p.m., on the Punjabis ground, Kowloon:—R. Hutchison, J. Israel and W. Pritchard; S. Sorensen, J. MacDonald, and R. Duncan; V. Hast, G. Angus, W. Hyde, D. Banner, and P. Beesley.

KOWLOON 1st XI. v. "AMBROSE."

Kowloon 1st Eleven v. *Ambrose*, Navy "A" ground at 4 p.m.:—Crocker, Morrison and Owick; Coupland, Weymar (capt.) and McKelvie; Roberts, Doggeral, Townsend, A. Duncan and Coombs. Reserve: Millard.

KOWLOON 2nd XI. v. S.C. "B."

2nd Eleven v. S.C. "B", Kowloon ground at 2.30 p.m.:—Hallam Spary and Mason (capt.); Musket, Harland and Brown; Evans, Morley, Passer, Hayward and Estorfe. Reserves: Baknussen and Norton.

RUGBY FOOTBALL.

On the 24th instant a rugby game will be played on the Club ground at Happy Valley when two teams, representing England v. The Rest, picked from the combined Navy, Army and Club players will meet. A most interesting game should result and followers of the rugby code will doubtless see some good play in what ought to be a keenly contested game.

Following on this, the Cup matches will take place and circumstances and weather permitting the games will be on the following dates:—

December 31st—Army v. Navy.
January 7th—Navy v. Club.
14th—Army v. Club.
21st—Army v. Club.
28th—Club v. Army.
Feb. 4th—Army v. Navy.

On form, the Navy ought to win. The Army are unfortunate in being unable to obtain the services of many of their last season's players who appear to have sadly lost interest in the game, a game too which has ever received such wonderful support from our soldiers, both at home and abroad. Until the new regiment arrives they will be hard put to hold their own against either the Navy or the Club. The Club are a doubtful quantity; they may do wonders. They are lighter than either of the other teams, but what they lack in weight they possibly make up for in speed.

The Shanghai Rugby Club are making preparations to meet the Hongkong XV. either late in February or early in March.

Provided the Hongkongers are prepared to "release" sufficient men for this trip a good team is assured. No doubt they will do so in accordance with that sporting spirit which is so widely found in the Far East.

RUGBY SECTION.

The following have been chosen to represent the Hongkong C.C. v. H.M.S. *Cairo* to-day at Happy Valley:—E. M. Henderson; F. A. Davidson, A. M. D. Wallace, J. D. McClinton, G. Lancaster; V. G. Smyth, N. J. Smyth; C. J. Cooper, D. Logan, H. Day, A. G. Lamplugh, H. A. Mahay, J. W. Brown, W. Andrews, H. C. Macnamara. Kick off, 2.30 p.m. sharp.

THE MUI TSAI IN HONGKONG.

WHAT THE CENSUS REVEALS.

In his Report on the Census Mr. J. D. Lloyd, the Census Officer writes:—

Special steps were taken to ascertain the number of young girls engaged without remuneration in domestic service, known more commonly as *mui-tai*, a term which covers all young girls whose parents have assigned their rights of guardianship to other families for monetary consideration, and whose labour is at the free disposal of the new guardian till the age for marriage. The numbers of those under 14 will be found classified according to age in Table XXIII, Part II, those of 14 and over in Table XXIII. The numbers are for New Territories North 119, New Territories South 39, Island of Hongkong 7,991, Kowloon 600, Floating Population 4; a total of 8,633, of which there are 2,793 under 14 and 5,840 of 14 and over. Of these 2,793, I estimate that 30 per cent. are under 15, 35 per cent. under 16, 30 per cent. under 17, 12 per cent. under 18, 8 per cent. under 19, 8 per cent. 19 and above. The majority were found in the City of Victoria between Eastern Street and Glenelg and on the Upper Levels. Under the age of 8 there are very few; between the ages of 10 and 14 the numbers are very equal for each age. The eldest noticed was aged 34, several were returned as married, and a few as widows, these evidently had found the homes of their old masters more comfortable than those of their husbands. The majority are uneducated, but in the Upper Levels where the better classes live, and the greatest proportion of *mui-tai* are found, those able to read and write formed 9 per cent. of the total. I estimate that above the age of 19 there are only about 150. The general age for marriage seems to be between 17 and 19, most being married at 18 or before. Very few were recorded as born in British Territory, or in the provinces of China outside Kwangtung. No effort was made to classify the birthplaces since in the large majority of cases this is really unknown, and Canton is entered instead, that being the place whence the sellers of the girls came. In very few cases was the surname the same as that of the master or mistress, showing they did not come from the same clan. In many cases no surname was given at all, which was probably correct, the surnames being quite unknown, though later on they were doubtless known under the surname of the family to whom they belonged. Kwongai and South West Kwangtung, which used to supply a large number of *mui-tai*, did not figure largely among the birthplaces, but the sources of supply are apt to vary according to the state of prosperity and order in the various districts. No *mui-tai* as such were recorded in the families of the Portuguese and Indian population, but some young Chinese girls were found described as servants or adopted daughters, whose real status probably approximated to that of the *mui-tai* in a Chinese family. I am informed that formerly *mui-tai* were common in most Portuguese families of standing. Very few young girls are employed as hired domestic servants, the *Chiu Lin* (Nin) *mui* or girl hired by the year, who has been suggested as a substitute for the *mui-tai*, does not appear to be popular, but there are on the other hand a large number of boys between the ages of 12 and 14 employed in domestic work in Chinese households. 122 young girls were described as *Tuk Nui* a term which is most cases denotes the same status.

More questions in the house. Sir T. Bennett asked the Under-Secretary of State for the Colonies if the Hongkong Government recognise the necessity for legislative or administrative action in regard to the *mui-tai* or girl it has within their jurisdiction; whether it has been proved that girls are bought with the intention of resale for immoral purposes; whether the deed of transfer in such cases is merely a form of words adopted in order to evade the legal penalties against slave dealing in Hongkong; and whether there is any limitation, except the criminal law, to the right of the purchasers of these girls to demand any work or service of them that they please, to punish them at will, or to treat them as concubines?

The Under-Secretary of State for the Colonies (Mr. Edward Wood): As regards the first part of the question, I would refer to the answer given to my hon. friend the member for St. Rollox on 24th October. I have already stated that the sale of girls for purposes of prostitution is expressly forbidden by the law of the Colony. As regards the last part of the question, I have no doubt that public opinion is a powerful adjunct to the criminal law in restraining ill-treatment of adopted children, and I understand that by Chinese custom a girl can only be made a concubine by a man with the consent of his wife, the girl herself, and her parents.

Colonel Wedgwood: Is the hon. gentleman aware that this custom is illegal in China, and only legal in the British Colonies, and that it amounts to slavery? Mr. Wood: I and my predecessors have continually repudiated the use of the term slavery in connection with this custom. I despair of ever getting the hon. and gallant Member to abandon the use of the term, and I can only say for this information, and the information of everybody else, that it is entirely misleading.

Colonel Wedgwood: Is not the custom illegal in China outside the bounds of the British Settlements? Mr. Wood: I think the hon. and gallant Member is correct in saying that a law was passed making it illegal. What the Chinese did sanction was that the principle of adoption on a system of hiring up to the age of 25 was legal; a jump sum for hire to be put down at the time of adoption.

Sir J. D. Rees: In there any reason to believe that there is any close connection between the Chinese law and the Chinese execution thereof?

XMAS FARE

WE CAN SUPPLY ALL YOUR REQUIREMENTS FOR THE FESTIVE SEASON.

Christmas Crackers
Plum Puddings
Mincemeat
Dried Fruits
Candied Peel
Nuts
Muscatels
Stilton Cheese
Hams
Confectionery
Dessert Fruits
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RECORDS FOR CHILDREN

"LITTLE WONDER" RECORDS

"BUBBLE" BOOKS

CONTAINING THE MOST POPULAR NURSERY

RHYMES.

3 RECORDS & 4 STORIES.

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ANDERSON'S

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GENTLEMEN'S HIGH-CLASS

NECKWEAR

W174

HANDKERCHIEFS

TO MATCH.

A VERY ACCEPTABLE XMAS PRESENT.

Wm. POWELL, Ltd.,

Specialists in Gentlemen's Wear.

NEW ADVERTISEMENTS

CHINA COAST OFFICERS' GUILD.

I have THIS DAY taken over the duties required by the above GUILD.
T. T. LAURENSON,
Assistant Secretary.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND above Rural Building Lot No. 124 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing	Annual Rental	Upset Price
1	Lot No. 124, Rural Building Lot No. 124, above Rural Building Lot No. 124, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.	Approx. 7,000	40	\$40

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"QANFA"
are hereby notified that the Cargo will be discharged into the Wharf, Kowloon, where it will be at the Consignee's risk and subject to terms and conditions of storage at the Wharf. The Cargo will be ready for delivery from Godown on and after 10th December.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 21st Dec. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 5th Jan., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, December 16th, 1921.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Steamship

M. V. "GLEN" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 24th Dec., 1921, at 5 p.m. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 24th Dec., 1921, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, December 16th, 1921.

GLEN LINE LIMITED.

NOTICE TO CONSIGNEES.
FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

CHEAP SALE OF TOYS

NEARLY 1000 TOYS

of excellent quality remaining over from the ST. VINCENT DE PAUL SOCIETY'S BAZAAR
will be sold at surprisingly low prices on the
HONGKONG VOLUNTEER CORPS
PARADE GROUND
between 2.30 p.m. and 10.30 p.m.
on
SATURDAY 17th December, 1921.

The proceeds of the Sale will go to the funds of the Society.

[1919]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers Room, C.P.O.'s Room (Restaurant), Concert Hall, Church, Private Cabins and beds in Dormitories, etc. Lunch "Daylong"

[1911]

INTIMATIONS

NOTICE

ALL Active Service Men who are interested in the formation of an ACTIVE SERVICE MEN'S ASSOCIATION are invited to attend a MEETING in the COMMERCE Theatre on SUNDAY, 18th December, at 11 A.M.

NOTICE

IT IS HEREBY NOTIFIED that on account of Mr. L. GARDNER, recent Local Manager, having resigned, Mr. UGO GONELLA will sign per pro on and after December 15th, 1921.

ESTABLISHMENTS BROSSARD MOPIN.

[1901]

NOTICE

WE have this day REMOVED our Office to No. 6, DES VOUX ROAD, above the Bank of Canton Ltd. ARRATON V. AFCAIR & CO., [1885]

ST. STEPHEN'S COLLEGE.

(Corner of Bonham Road and Western Street).

THE NEW SCHOOL YEAR commences on January 4th.
Examination of new students on January 3rd at 9.30 a.m.
For terms and prospectus, apply—
THE WARDEN,
St. Stephen's College.
[1921]

BRITISH LEGION.

HONGKONG AND CHINA BRANCH.

AN EXTRAORDINARY GENERAL MEETING will be held at the City Hall on WEDNESDAY, 21st December, 1921, at 6.15 p.m. with the following objects—
1. To accept the Constitution of the "British Legion."
2. To confirm the existing Rules of the Branch, except in so far as the same conflict with the Constitution pending the adoption of By-Laws to be drawn up by the General Committee and submitted to a General Meeting.
3. To appoint Auditors.
By Order of the General Committee.
H. K. HOLMES,
Hon. Secretary.
[1908]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND at Pokfulam, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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1	Lot No. 124, Rural Building Lot No. 124, above Rural Building Lot No. 124, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.	Approx. 7,000	40	\$40

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND at Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing	Annual Rental	Upset Price
1	Lot No. 124, Rural Building Lot No. 124, above Rural Building Lot No. 124, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.	Approx. 7,000	40	\$40

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of December, 1921, at 3 p.m., at the Office of the Public Works Department, by order of His Excellency the Governor, of one Lot of CROWN LAND at Portland Street in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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No. of Lots	Boundary Measurements	Containing	Annual Rental	Upset Price
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INTIMATIONS

NOTICE

UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 1086 for 5 Shares Nos. 68091/68095 Certificate No. 1087 for 1 Share No. 62096 Certificate No. 1088 for 3 Shares Nos. 84804/84806 standing in the Society's Register in the name of JULIO DINIZ, OUTEIRO DA SILVA of Canton, have been LOST, and if at the expiration of one month from the date hereof the above documents be not forthcoming the same will be deemed cancelled and of no effect, and NEW CERTIFICATES for the said Shares will be issued by the Society.
C. MONTAGUE EDE,
General Manager.
Hongkong, 28th November 1921. [1910]

HONGKONG BOXING ASSOCIATION

NEXT TOURNAMENT:

THEATRE ROYAL.

SATURDAY, December 17th at 9.15 p.m.

BOOKING at Moutrie's WEDNESDAY, 14th Members only on production Current Membership Cards.

General Public, THURSDAY, 15th to SATURDAY, 17th.

Prices \$5 and \$3 Reserved and \$1 unreserved.

JANUARY TOURNAMENT

SATURDAY JANUARY 14th.

at 9.15 p.m. [1879]

POLICE NOTICE.

HIRE OF PUBLIC VEHICLES.

THE PUBLIC ARE HEREBY NOTIFIED that the City of Victoria will in future be divided into Districts to enable the Public to obtain Public Chairs in an emergency or when such are not available on the Public Chair Stands.
District No. 1.—All that area east of Pottinger Street. The south boundary being—Arbuthnot—Upper Albert and Kennedy Roads (both sides). The Depot in this area will supply chairs to each place as R. N. Yard, the Barracks, Hongkong Club, New Lintinn Club and large offices. Telephone for this district is installed in Ng Yau's Chair Depot at No. 2 Ezra Lane, (1st floor). Telephone No. 3705.
District No. 2.—All that area west of Pottinger Street. The south boundary being—High Street—Hospital Road, Po Hing Fong and Stanton Street. The Depot in this area will supply chairs to large Hong Kong Chinese Theatres and Government Civil Hospital. Telephone for this district is installed in Ng Yau's Chair Depot at No. 2 Ezra Lane, (1st floor). Telephone No. 3705.
District No. 3.—All that area above High Street, Hospital Road, Po Hing Fong, Stanton Street, Arbuthnot Road, Upper Albert Road and Kennedy Road. The Depot in this area will supply chairs to all Europeans and Chinese residences on the upper levels. Telephone for this district is installed in Chung Luk's Chair Depot at No. 31 Elgin Street (ground floor). Telephone No. 3707.
District No. 4.—The Peak Road—Albany Road, Queen's Garden, May Road, and Bowen Road. Telephone for this district is installed in the Chair Shelter at the bottom of the Peak Road. Telephone No. 818.
The Public are strongly advised to impress on their employees the telephone No. of the Chair Depot nearest to their own premises so that no time may be lost in getting chairs. Should there be no chair available at any Particular Chair Depot the Foreman of such Depot has instructions to pass the message on to next Depot and ensure that a chair is sent.
E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, 28th December 1921. [1915]

PREPAID "WANTED" ADVERTISEMENTS

are lying at this Office for

Boxes OK, KL, LM, LN, LB, LT, LU, LW, MA, MK, MZ, NB, NP, A

WANTED—ASSISTANCE given in return for Passage by lady returning to England end of March or beginning of April or would accept Passage to South Africa (Cape Town). Apply Box OA, c/o Daily Press Office. [181]

FOR SALE or TO LET.—The residence "KENNIS" Mount Kallet. The Peak. Area 12948 Sq. ft. Possession 1st January 1922. Apply Box OD, c/o Daily Press Office. [173]

WANTED—LADY SECRETARY.—(non-resident in Institute). Apply by letter to The Hon. Secretary, HONGKONG MAT INSTITUTE. [172]

WANTED—A YOUNG MAN, with many years Experience in an Import and Export Firm, seeks POSITION in a mercantile office. Salary no object. Reply to Box OB, c/o Daily Press Office. [170]

WANTED—AMAH seeks employment accompanying children on voyage to England. Box No. OC, c/o Daily Press Office. [171]

TO LET.

FLOORS in the New Bank Building, 4, Des Voux Road Central.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1880]

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS

The Paper to send Home

INTIMATION

WATSON'S

You will experience difficulty in making choice of suitable articles for the

CHRISTMAS SEASON.

The choicest selection of PERFUMES from the best London, Parisian and American houses—in elegant bottles and handsome cases.

WATSON'S YE OLD ENGLISH LAVENDER WATER:

"SILVER BELL"

EAU DE COLOGNE

in special and Silver mounted bottles.

SILVER-MOUNTED AND PLATED GOODS.

MANICURE SETS, GILLETTE & AUTO STROP RAZOR SETS.

MIRRORS etc. etc.

CONFECTIONERY of the finest quality, including.

FOSS (Boston U.S.A.)

CADBURY & Co's CHOCOLATES

FRY'S

in fancy and artistic boxes &c. &c.

WINE AND SPIRIT DEPARTMENT.

The finest brands of Wines, including Champagne de St. Marceaux, Fine Old Ports and Sherries. Very Old Liqueur Brandy. Liqueurs of all kinds. Watson's Celebrated "E" Whisky etc. etc.

Special cases put up to order.

A. S. WATSON & CO. LTD.

Alexandra Buildings.

DEATHS.

ULMAN.—At Merano, Italy, on September 22nd, ROBERT ULMAN, late of Brossard Mopin & Co. [1920]

WEI YUK.—At his residence, 37, Wong Nei Chong Road, on December 16th, at 9.15 p.m., SIR BOSMAN WEI YUK, Kt., C.M.G. [1925]

HONGKONG OFFICE: 104, DES VOUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 17th, 1921.

CENSUS REVELATIONS ON OVERCROWDING.

The final Report which has just been published on the Census taken in the Colony last April supplies information on the subject of the congestion of the population which calls for the earnest consideration of the Government. We have long been familiar with the fact that the congestion of the population of the Colony is of such a character as to constitute a grave menace to the public health. Our local sanitary officials have often said so, and three years ago when the Government requisitioned the services of an acknowledged expert to report upon the causes of epidemic meningitis in the Colony, his report demonstrated beyond dispute the importance of overcrowding upon the widespread dissemination of the disease. The Census returns show clearly that overcrowding is getting steadily worse instead of better. We take this extract from the Census Report: "The number of floors in Hongkong and Kowloon occupied by Chinese has increased, in the last ten years, by 7,117, which at 15 persons per floor, a fairly high average, affords accommodation for 106,755 out of a total increase of 157,368 in the Chinese urban population, thus leaving a large portion of the increase to find accommodation in houses already fully occupied in 1911." When we add to this that the legal restrictions insist on seven to nine persons to a floor of an average Chinese tenement, and remark on the fact that the Census Officer bases his calculations on fifteen persons to a floor, the menacing evil of the situation is made perfectly plain. Bear in mind, also, the words of the Census Officer that "as business becomes brisk again the population of the Colony must be somewhat increased." It is not, indeed, unreasonable to assume that the progressive increase in the population which has been shown in the past ten years—amounting to nearly 20,000 a year—will be maintained.

All this leads up to the important question as to what provision is being made not only to relieve the great pressure on the existing accommodation but to provide for continued growth of the Colony's population. It is true that there is evidence in many parts of the Colony of exceptional building activity, but what is the evidence of adequate investment in new Chinese tenement property? A useful purpose would be served if one of the Unofficial Members of the Legislative Council were to obtain from the Government, by means of a question in the Council, some information as to how many Chinese tenements—more particularly how many floors—have been made available for occupation since the Census was taken; and to what extent further accommodation is likely to be provided during the next six months. A common impression is that the obvious needs in this respect are being very inadequately met.

In view of the figures we have taken from the Census Report to show the extent to which overcrowding prevails it is surprising that the Colony has been so free of epidemic disease during the past year or two. This must be set down to the credit of the Sanitary Department, which, being well acquainted with the nature of the overcrowding evil, pursues year in and year out a vigorous cleansing campaign in the highly congested districts. It is often complained that the measures adopted are drastic and cause much inconvenience and annoyance, but it would seem to be clearly established that it is only by such measures that the Colony can expect or hope to be saved from a constant recurrence of devastating epidemics, so long as the population is so congested as the Census returns show it to be. The surest remedy obviously lies in the reduction of this congestion by the provision of adequate accommodation to meet the present and future needs of the Chinese population; and this, we would emphasize, is a problem which urgently demands the earnest consideration of the Government.

H.M.S. Himalaya (transport) is to sail from Hongkong about January 17th direct for Bombay where the 2/Wilts will disembark.

The Chinese who was found in Yaumati on Tuesday suffering from 22 stab-wounds succumbed to his injuries at the Kwong Wah Hospital on Thursday evening.

For failing to register himself within seven days of arrival in the Colony, an Indian named Shan Dass was fined \$25 by Mr. Lindsell at the Magistracy, yesterday.

A Chinese was held up and robbed of \$5 in small coins on the Yaumati-Kowloon City Road on Thursday night. The robbers were armed with revolvers and two had daggers.

The dead body of a Chinese with a wound in the left cheek and an abrasion on the chin, was found by the police on Thursday in a stream near No. 8 Railway Bridge in the New Territories. A ten dollar note was found in the pocket of the dead man.

Mr. N. L. Armitage, who has been accountant at the Penang branch of the Hongkong and Shanghai Bank, has been transferred as acting agent to the branch at Iloilo, Philippine Islands. His successor at Penang will be Mr. Angus Boyd, formerly of Batavia and Singapore, who has been on home leave.

The annual Christmas treat given by the members of the Catholic Union Club and their friends to the pensioners under the care of the Society of St. Vincent de Paul will be held at the Cathedral Compound, Gloucester, on Sunday, December 18th, 1921, at 3 p.m. All those interested are cordially invited to attend.—Advr.

Yesterday's Command Orders state that the following officers qualified in Hindustani at the examination held on 3rd and 4th October, 1921:—High Standard: Lieut. A. H. Mockridge, H.K.S., R.G.A.; Capt. M. Glover, 2/22nd Punjab. Lower Standard: H.K.S., R.G.A.—Capt. J. M. Murphy, Capt. G. D. Meredith, M.O., Lieut. T. H. Fox, M.O., Lieut. H. J. Mortimer, M.O., Lieut. E. L. E. Davies.

A Hankow report states that the Kie-Han Railway is faced by a shortage of \$10,000,000 in meeting its expenditure for this year, owing to the detention of revenue from the southern section of the line by General Wu Pei-fu. In consequence of this, and also as an outcome of the endeavour to dismiss Mr. Hsia from his office, Mr. Yu Jen-feng, the Chief Director of the Railway, has tendered his resignation to the Ministry of Communications.

A correspondent writes to the N.O. Daily News:—Further successful experimental test flights have been made on the Min River with Chinese constructed hydro-aeroplanes. The machines were operated by Mr. Hockey—a British pilot. Recent flights appear to be of considerable duration, and it is understood that very good altitudes have been obtained. The machines have very graceful lines and look very well when flying in the sky. They appear to be very fast, but yet very steady, and according to the pilot, the hydro-aeroplanes are well-constructed, reliable, and economical flying machines.

Six Chinese were charged, at the Magistracy, yesterday, with stowing away on the s.s. Tjilbeet, which arrived in Hongkong, from Borneo on the previous day. Inspector Spear told Mr. Wood that prior to leaving Borneo the vessel was searched and twenty stowaways discovered. Shortly after leaving port another search was made and the six defendants were found hiding in the latrines. Enquiring as to the fare His Worship was informed by the Second Officer of the vessel that this was 38 guilders. Asked if the men were made to work on the way up, the second officer said that they had to work, but they were not much good. All six men were sent to prison for two months with hard labour.

HAPPY LAWYERS!

"THIS CASE WILL GO ON TO ETERNITY."

"This case will go on to eternity," said the Chief Justice, wearily, in the Supreme Court, yesterday morning. "Must we go into that?" Sir William Rees Davies asked Mr. Alabaster, counsel for the plaintiff, who is claiming to benefit under the will of a Chinese millionaire, and who, the defence say, is another Tichborne Claimant and not the son of the testator.

The evidence which evoked the Chief Justice's comment was being extracted from an ancient dame, who was expected to throw light on the Claimant's infancy. She told of a "row" that happened towards the end of last century when somebody's "Kit fat" wife fell foul of an "unrecognised concubine" and turned her out of the house. The Claimant had just celebrated his first birthday when this happened, she remembered. This evidence was of the utmost importance to his case, so the Chief Justice, with a sigh, resumed the task of entering it in his notes.

The Press representatives, thankful that they could exercise an option whether they listened or not to the intricacies of this exceedingly dull case, silently withdrew and sought at the unfailing fountain of the Magistracy a little "copy" for the next issue.

A JUNK'S COAL CARGO.

WHAT IS A SECRET COMPARTMENT?

The question as to what comprises a secret compartment on a cargo-boat was raised at the Magistracy, yesterday. According to regulations, no vessel of this kind (trading junks) shall have false bottoms or secret compartments. Mr. W. B. Hind, for the defence informed the Magistrate that it would be necessary to examine the junk, as what might be considered a secret compartment by one would not be thought so by another. His Worship agreed and on Monday next at 2.30 p.m. the boat, which is lying at Yaumati Police Depot, is to be examined by Mr. Wood, and Mr. Hind in the presence of the junk inspector and a Japanese coal expert.

Inspector Spear, of the Water Police, who prosecuted said that all four defendants (one woman and three men) were charged with receiving coal knowing it to have been stolen property. The woman was also charged, as mistress of a licensed cargo boat, with having a secret compartment on the boat.

Mr. Hind, appearing for the defence, said that the quantity of coal discovered was but the sweepings of various cargoes. He would produce a coal expert to prove this. Pending the examination of the junk he asked for a remand and for the defendants to be let out on bail.

Inspector Spear said that the alleged secret compartment was behind a double bulkhead in which there was room for a man to stand up, and move about. A piece of wood in the bulkhead was cut out and the coal dribbled through this hole. As six-and-a-half tons of coal had been discovered he would ask for a very heavy bail. He suggested \$500.

The first defendant was released on \$400 bail, the other three men on \$200 each. The case was adjourned pending the Magistrate's examination of the vessel.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

WASHINGTON CONFERENCE.

THE SHANTUNG QUESTION.

JAPANESE ACCEPT THE CHINESE OFFER.

WASHINGTON, December 16th. Subject to Tokio's approval, the Japanese have accepted the Chinese offer to pay fifty-three million marks for the Kiauchow-Tsinaifu Railway, plus what Japan has disbursed on permanent improvement, but less deterioration.

THE NAVAL ARRANGEMENT.

WASHINGTON, December 16th.

A communiqué points out that Japan, Australasia and the coasts of the United States and Canada are naturally excluded from the *status quo* arrangement. The Japanese retention of the Mutsu gives her two post-Jutland ships of the latest design, therefore America is to complete the Colorado and Washington and will scrap the North Dakota and Delaware. Britain will build two thirty-five thousand tons vessels and will scrap the Erin, Centurion, Ajax and King George V., thus giving the British 60,000 tons in excess over the United States, which is deemed fair, in view of the age of ships of the Royal Sovereign and Queen Elizabeth types.

OTHER POINTS.

While the ratio of the three big Powers is not affected by the Franco-Italian negotiations, the present agreement is dependent on the conclusion of a suitable agreement with France and Italy. Italy has all along demanded equality with France while the French have shown a disposition to demand a high ratio, not necessarily with the intention of building ships reaching that ratio, but in order to escape a low rating placing France permanently among the inferior naval Powers. Statements in the newspapers credit France with harbouring the intention of demanding battleship tonnage equal to Japan's, but this is not taken seriously in British and American circles who doubt the accuracy of the reports and, alternatively, regard the agitation as merely a screen for submarine regarding which French had American views harmonious. It is announced that a naval agreement, including naval bases and fortifications, will probably be incorporated in the Five-Power treaty. In the meantime there will be no plenary session of the conference until the entire subject, including auxiliary ships, is settled.

EARLIER CABLES.

NAVAL RATIO AGREEMENT REACHED.

WASHINGTON, December 16th.

It is officially announced that the Far Eastern Committee has adjourned in order to give an opportunity to the naval sub-committee to reach an agreement at the earliest possible moment and to allow of progress in the Shantung conversations.

An official announcement states that the naval ratio agreement is expected to be reached immediately.

The conclusion of the naval ratio agreement has been confirmed.

DETAILS OF THE SETTLEMENT.

Reuter's correspondent at Washington understands that the chief terms of the naval ratio agreement provide that Japan shall keep the *Mutsu* and scrap the *Settsu*.

Fortifications in the Pacific will remain in *status quo* but Hawaii is excluded from this arrangement. Britain will scrap four dreadnoughts of the *King George* class, but will equalize the position by the addition of two new vessels.

The tonnage allotted to Britain and the United States under the original proposals is raised to approximately 525,000 tons permitting America to include the *Washington* and the *Colorado*, while Britain is enabled to build two new ships of under forty thousand tons, presumably of the *Royal Sovereign* class.

Japan's ratio is proportionately increased. The original Hughes plan is unchanged otherwise, but it is understood that the submarine question and the replacement of capital ships will be discussed by a new naval committee of fifteen convened to meet to-day.

THE FRENCH ALLOTMENT.

WASHINGTON, December 16th.

The spokesman of the French delegation states that when the Conference considers the question of the French and Italian navies, France will request the allotment to France of 315,000 tons of capital ships and a proportionate percentage of smaller warships.

NEW YORK HONOUR FOCH.

New York, December 16th.

Marshal Foch and M. Viviani started for home aboard the *Paris*. Marshal Foch had previously received the freedom of the City publicly in the City Hall, where he was wrapped in the American flag.

LATEST CABLES.

CANCELLATION OF WAR DEBTS.

PRIME MINISTER WILLING TO ENTER A CONFERENCE.

LONDON, December 16th.

Replying to a Labour deputation which urged revision of the indemnity, cancellation of war debts and the resumption of trading with Russia for the purpose of restoring trade Mr. Lloyd George declared that he was bound to see that Germany paid for the damage she had done to the utmost of her capacity. He did not wish beyond that to press an overbearing claim on Germany. The Prime Minister was willing to enter a conference to discuss the cancellation of debts, but cancellation by one Power would be of little use. As regards Russia it was not easy to restore trade-getting confidence while she maintained a doubtful attitude and had no assets to offer.

FRENCH AND BRITISH GOODWILL.

LORD DERBY ENTERTAINED IN.

PARIS.

PARIS, December 16th.

Lord Derby, former British Ambassador at Paris, was the guest of the Franco-British Committee of the Inter-Allied Union at a luncheon which was the occasion of an impressive manifestation of Franco-British mutual goodwill. Among other guests were: M. Deschanel, former President of the Republic, M. Barthou, Minister for War, M. Marraud, Minister of the Interior, M. Dior, Minister of Commerce, M. Lefevre, Minister of Public Works, Field-Marshal Lord French, General Mangin and a number of prominent military and diplomatic personalities.

In an address M. Barthou eulogized Lord Derby's important part in further strengthening the Entente Cordiale and expressed sincere satisfaction at recent felicitous events in the British political sky.

Lord Derby, in reply, stated that the work for the Franco-British Alliance to which he had heartily devoted himself had only just begun and must be continued. "Britain shall remain loyal in peace as in war,"—*Havas*.

DUTCH EAST INDIES LOAN.

"TIMES" COMMENTS ON HOLLAND'S FINANCIAL POSITION.

LONDON, December 16th.

Commenting on the news of a hundred million dollar loan for the Dutch East Indies, which is being negotiated with American bankers, the *Times* says that this is a reminder of the great policy of Dutch colonial development undertaken in recent years, the financing of which is largely by private enterprise which is believed to be partly responsible for the present unsatisfactory financial position of Holland. "One big firm has already failed owing to injudicious financing of this class of business. Another factor in Holland's difficulties has been the heavy fall of the mark. Dutch holdings of which have been very large."

M. BRIAND LEAVING FOR LONDON.

PARIS, December 16th.

M. Briand and the Minister of Reconstructions M. Loucheur will leave for London on Sunday.—*Havas*.

EARLIER CABLES.

GERMANY DEFAULTS.

ASK FOR MORATORIUM.

BERLIN, December 16th.

The German Government has informed the committee of guarantees that it will be unable to pay the reparations instalment due on January 15th, and consequently asks for a moratorium. If this is not granted it will be compelled to have recourse to a credit operation.

A HINT OF DEFAULT WITH LATER INSTALLMENTS.

PARIS, December 16th.

The German Note to the Reparations Commission notifying inability to pay the reparations instalments due January 15th and February 15th states that efforts to raise either a long-dated loan or a short-dated credit in Britain for this purpose did not succeed. The utmost that Germany can raise, apart from deliveries in kind and authorized credits, is 300,000,000 gold marks. The Note requests an extension of the time-limit, and adds a request that, should similar difficulties arise in connection with subsequent payments, the Reparations Commission will immediately refer the Note to the Allies.

BY-ELECTION - LABOUR GAIN.

LONDON, December 16th.

The Southwark by-election resulted in a Labour gain from the Coalition. Southwark is composed of three constituencies, all of which returned Coalition Liberals at the General Election. The steady stream of surrenders continues.

LATEST CABLES.

THE PRINCE'S TOUR.

REVISED PROGRAMME OF THE "RENOUN."

LONDON, December 16th.

The revised programme of the battle-cruiser *Renown* shows that she arrives at Colombo from Karachi on March 21st, at Port Swettenham on March 23rd, leaves Singapore on April 2nd, arrives at Hongkong on April 6th, Kobe on April 11th, and Yokohama on April 12th. A light cruiser will be furnished by each station through which the *Renown* passes and will escort the vessel throughout the cruise.

MARINE CABLES.

THE IRISH TREATY.

THE PREMIER'S SPEECH.

LONDON, December 16th.

The debates at the special Sessions of the Lords and Commons called to ratify the Irish treaty were adjourned last night. Mr. Lloyd George, in a masterly oration in the Commons supporting the Address to the Throne, rebutted criticisms and declared that no agreement ever received such an enthusiastic and world-wide welcome. He hoped that the old motto "England's danger is Ireland's opportunity" would have a new meaning, the meaning which the Dominions gave it in 1914.

The Unionist die-hards and the Ulster members tabled amendments to the Address in both Houses regretting the surrender of the Crown's rights in Ireland, and declaring that the treaty violates the pledges to Ulster.

LORD CARSON'S ATTACK.

The feature of the debate in the House of Lords was Lord Carson's bitter attack on the Government, declaring that a greater outrage upon constitutional liberty had never been attempted.

MR. ASQUITH'S SUPPORT.

LONDON, December 16th.

The Irish debate was resumed in both Houses. Mr. Asquith, in the Commons, wholeheartedly supported the treaty, but solemnly warned the House that it would be the greatest mistake to suppose that when ratified they had come nearly to the end of the difficulty.

Col. Gretton (Unionist), who moved the die-hards' amendment, talked about negotiations with a murder gang.

MR. CHURCHILL AND BRITISH INTERESTS.

Mr. Churchill contended that Britain's interests were fully safeguarded. He said that despite the extremists' denunciations, nineteen-twentieths of both peoples were determined to carry the peace through.

MR. BONAR LAW'S REAPPEARANCE.

Mr. Bonar Law also spoke in favour of the agreement saying that, excepting as regards boundaries, the agreement represented the alternative policy he would have presented had such become necessary. He regretted the unjust and bitter feeling against Ulster, but expressed the opinion that Ulster ought to consider the question of adjustment of boundaries if the agreement did not mean the severance of any countries from Ulster.

LORD MIDDLETON AGREES.

In the House of Lords, Viscount Middleton, leader of the Southern Unionists, favoured a joint body for affairs of common interest to North and South. He believed it was the duty of Southern Unionists to work with the new Government as long as South Ireland remained in the Empire.

The Duke of Northumberland moved the "Die-hard" amendment.

The debate was adjourned. The Commons debate was adjourned after Mr. Chamberlain had stated that the House would not be prorogued until the result of the Daily's discussion was known.

SINN FEIN AGAIN DEBATES IN SECRET.

LONDON, December 16th.

Dail Eireann resumed its sitting, which was again secret, despite the agreement reached yesterday. It is understood that this was the result of a private debate yesterday revealing profound differences of opinion.

The private discussion may continue tomorrow. No decision will be reached till Saturday.

ULSTER - INTRACTABLE.

LONDON, December 16th.

Sir James Craig on the 14th inst. sent Mr. Lloyd George the reply of the Ulster Cabinet on the Irish agreement. It declares that, despite the inducements offered to Ulster, the latter is convinced that it is not in the interest of Britain or the Empire that Ulster should become subordinate to the Sinn Fein Government, and also declares that in the long run the British nation will recognize that Ulster's action in remaining outside the Irish Free State is in their interests, and will accord the Northern Parliament such measures of protection as will counteract the disadvantages due to her position as a frontier State of the United Kingdom.

MOPLAHS DESPERATE POSITION.

LONDON, December 16th.

An India Office statement says that the position of the Moplahs is becoming desperate, and that there are increasing signs that the rebellion is collapsing. The remainder of the fighting gangs are penned in the hills by the troops. The steady stream of surrenders continues.

DEATH OF SIR BOSCHAN WEI YUK, C.M.G.

END OF A LONG AND HONOURABLE CAREER.

We deeply regret to record that Sir Boschan Wei Yuk, Kt., C.M.G., passed away at his residence, 37, Wong Nei Chong Road, last night at 9.15.

By his death the Colony loses one who was a most conscientious worker on behalf of the Chinese community of Hongkong for a great number of years, and one, moreover, who was ever held in the highest esteem by Chinese and Europeans alike.

In 1908 in recognition of the many valuable public services he had rendered Mr. Wei Yuk (as he was then) was created a Companion of the Most Distinguished Order of St. Michael and St. George, and the honour of Knighthood was conferred in 1919, when, owing to advancing age, he had deemed it advisable to retire from most of his public activities.

In 1918 Sir Boschan was honoured by King Gustave V. of Sweden with the Swedish Order of Wasa (First Class).

THE LATE KNIGHT'S CAREER.

Sir Boschan Wei Yuk was born in Hongkong in the year 1849. His father, Mr. Wei Kwong, was compradore to the Chartered Mercantile Bank of India in Hongkong. After being for some time at the Government Central School (now Queen's College) he proceeded to England in 1867 and, after being a year at the Leicester Stonegate School, he went to Scotland in 1868, and studied for four years at the well-known Dollar Academy.

Sir Boschan was one of the first Chinese to go abroad for a Western Education, and on his return to the East in 1872 he entered the service of the Chartered Mercantile Bank of India (now the Mercantile Bank of India, Limited). On the death of his father in 1879, he took up the position of compradore, and father and son for nearly sixty years served the Bank in that capacity.

In the year 1883 he was appointed a Justice of the Peace, and in 1896 became an unofficial member of the Legislative Council. He was re-appointed for a further term of six years in 1902, and again in 1908, and only retired at the end of 1917 after twenty-one years' service. He served for many years on the Committees of various public bodies in the Colony. He was associated with the official proclamation of the Accession of His late Majesty King Edward VII. and of King George V. He was a member of the Hongkong Jubilee Committee in 1890; of the Retirement Committee in 1894; the Queen's Statue Committee, and the Insanitary Properties Commission, in 1897; the Victoria Diamond Jubilee Committee, and the Indian Famine Relief Committee, in 1907; and the Typhoon Relief Fund Committee in 1908.

Sir Boschan Wei Yuk was chairman of the Tung Wah Hospital during the years 1881-83 and 1888-90, and a permanent member of the Committee of the Po Leung Kuk for the protection of destitute women and children (of which he was one of the founders) since 1893, and a permanent member of the Hongkong District Watchmen's Committee (which was founded at his suggestion) since 1898. He had also served on all the Commissions appointed by the Government, since the commencement of his public career, to enquire into matters affecting the Chinese.

As a conscientious worker on behalf of the Chinese community of Hongkong, for a period of 47 years, and as one who did much to produce the present good relations existing between the Government and the Chinese, Sir Boschan's name deserves to be specially remembered. On many occasions he rendered most valuable service to the authorities, and his counsel was largely instrumental, notably in times past when riots and strikes occurred, in settling matters before they assumed the serious proportions which they threatened to assume in several instances. For his work in connection with the plague epidemic of 1894, the general public presented him with a gold medal and a letter of thanks.

About 27 years ago the late Knight advised the construction of a railway from Kowloon to Canton and thence to Peking. He spent large sums of money in furtherance of the scheme, which failed at that time, owing to the obstacles placed in the way by Chinese officials, who strenuously opposed the introduction of any new-fangled ideas from the West.

Sir Boschan Wei Yuk was instrumental in establishing peace and good order at Canton during the revolution of 1911. In recognition of his services in that connection the late President Yuan Shih-kai bestowed on him the Third Class Order of "Chao Ho." The next year, after the second revolution, he was offered, by President Yuan, the Civil Governorship of the Kwangtung Province, but declined it.

SIR HENRY MAY'S TRIBUTE.

When Mr. Boschan Wei Yuk (as he then was) retired from the Legislative Council in October, 1917, H.E. Sir Henry May, who had had a long and intimate knowledge of his character and his public activities, paid a very high tribute in the Legislative Council to the valuable services rendered by him to the community. His public services, Sir Henry May said,

began long before he became a member of the Legislative Council. He was one of the public-spirited Chinese who initiated the Tung Wah Hospital and the Po Leung Kuk in their present form and made them the valuable institutions they had become. Particularly had he always identified himself with the cause of law and order. Thus, he had always identified himself with the District Watchmen's Force.

"The full value of his services is only known," said Sir Henry, "to the five Registrars-Generals whom he has assisted, and to myself, to whom, as Captain-Superintendent of Police, he rendered services which I shall never forget and for which I shall always be grateful. He has ever been a man of action, who liked always to get things done, rather than to talk about them in this Council." His energy and experience, Sir Henry May added, proved invaluable in connection with the Chinese contingent of the Police Reserve which was formed on the outbreak of the war, and the enthusiasm of the Chinese in this connection was largely due to his initiative. Sir Henry May, concluding a most eulogistic speech, said: "Mr. Wei Yuk, on behalf of this Council I tender to you our profound respect and esteem on your leaving us, and, on my own behalf, I wish to express my affectionate regard."

This high tribute found ready endorsement among all who had been in any way associated with Mr. Wei Yuk, and when the news arrived that His Majesty had conferred upon him the honour of Knighthood it was generally recognised that it was a well-deserved reward for public services that were highly appreciated in the Colony.

Sir Boschan Wei Yuk has passed away at the ripe age of 82. His wife, whom he married in 1872, was a daughter of the late Hon. Mr. Wong Shing, the second Chinese to be appointed to the Hongkong Legislative Council. Lady Wei Yuk died on February 7th of the present year.

FAR EASTERN CABLE NEWS.

(HAWAII WIRE.)

JAPANESE SQUADRON HONOURED IN FRANCE.

PARIS, December 16th.

The Japanese Ambassador and officers of the Japanese squadron now at Le Havre had an audience of M. Millerand. The Minister of the Navy gave a dinner in honour of the Japanese visitors.

CHINA AN IMMENSE RESERVOIR OF POTENTIAL ENERGY.

PARIS, December 16th.

In an interview with a representative of *Le Gaulois*, the noted surgeon, Prof. Tuffier, who has just returned from Peking where he attended the inauguration of a medical institute, stated that China was an immense reservoir of potential energy. Political strifes are China's present chief calamity, being ever recurring. As it is China offers vast possibilities. Its people are intelligent and thrifty.—*Havas*.

AERIAL DEVELOPMENT.

A London cable to Indian papers says: Mr. Holt Thomas contends that at a certain altitude the air throughout the world shows a great similarity. It is true that the conditions on clearing grounds vary, but the grounds at London and Paris are a fair and average standard. The expense of an hour's delay if it occurred on the Paris route is important, but a delay of hours, and even days, on the Australian route is immaterial as compared with the advantages.

A breakdown will always bring a fresh machine and pilot anywhere within two and a half hours and as a result the Sydney mail will arrive at 12.30 instead at ten o'clock. The idea that one could get to India in two days is absurd. The noise alone would madden the passengers but a mail receptacle that is instantly transferable, and with a change of pilot and machine alike, after stages equal to that between London and Paris, would be most ideal. The precision of the German raids and the British retaliation without the assistance of lighting, proved that night flying is practicable.

Mr. Holt Thomas demands that a small committee be appointed to consider the subject.

ARGYLL AND SUTHERLAND HIGHLANDERS.

A company has been formed in Scotland under the title of the Argyll and Sutherland Highlanders Club, Limited, 30, Albany Street, Edinburgh. It is registered without stated capital and by guarantee of its members. Its object is to promote the welfare and ameliorate the condition of men who are serving or have served in any battalion of the Argyll and Sutherland Highlanders, and with that object to establish and carry on a residential club or clubs. The subscribers are a number of officers and past and present non-commissioned officers and men of the A. and S.

THE CHINESE COOLIES' GUILD.

SEQUEL TO SUNDAY'S PROCESSION.

The question as to whether or not the police were justified in their action in requesting the Coolies' Guild Procession, on Sunday last to deviate from the route stated on the procession permit issued by the Secretary of Chinese Affairs was one of the points at issue in a rather interesting case heard at the Magistracy, yesterday afternoon, when the permit holder Chan Tung Tai, of 358, Des Vaux Road West, was charged before Mr. J. R. Wood with unlawfully committing breaches of the conditions of his permit. The detailed charges were—

(1.) That he allowed the procession to take up the whole of the roadway.
(2.) That he did not obey all the police requirements for facilitating traffic.
(3.) That he permitted children to take part in the procession, the said children not being seated on platforms or on horses.

Mr. Lo appeared for the defendant and said that he had been instructed to plead not guilty. He admitted that the defendant was the licensee.

Inspector Appleton, who was instrumental in bringing the charge, gave evidence and briefly related to the Court the story of Sunday's disorganisation of traffic caused at the Whitty Street tram terminus owing to one section of the procession refusing to go on to the Praya, thus holding up a number of tram cars and motor cars. Each side of the road was blocked up with spectators and traffic was completely disorganised. In the procession the Inspector noticed a batch of small Chinese girls—painted and dressed up. These were walking instead of riding.

Cross-examined by Mr. Lo the Inspector admitted that there was a great crowd of spectators hemming in the procession.

The Magistrate: It was a procession in costume, I believe? Yes, your Worship. There were girls on horseback, lions and platforms.

Mr. Lo: I will call the proprietor who contracted for this show. It cost thousands of dollars.

The Magistrate: What was it all about?

Mr. Lo: There had been an amalgamation of Unions and a new Guild had been formed and they were celebrating by holding this procession. (To Inspector Appleton): Were they unruly? Were they aggressive? I have never seen a more disorderly crowd.

Mr. Lo: I suggest that there was no "left" left for them to keep!—Well there was a crowd.

Did you see the permit holder trying to control the procession?—I did not see him doing anything at all.

The Magistrate: I think a permit holder is responsible for the acts of other people.

Mr. Lo: It is a question of degree of responsibility in case you should decide to fine my client.

Later Mr. Lo said: This is a serious charge to answer. The Guild with so much at stake would not try to disobey the police or to cause trouble. Don't you think you should have had a better police control? Were any special arrangements made?

Inspector Appleton: It would have required the whole police force to have done it.

Were any police detailed for that work?—None.

The Magistrate: Do you think you improved matters by trying to divert the procession?—Yes.

The Magistrate: By splitting the procession?—If the section I split had carried out my instructions I could have gone on and regulated the front part.

Police Traffic Inspector Garrod gave similar evidence. He said that when he saw it the place was impassable. He also noticed a number of tiny children walking with the procession. After trying to regulate it, the Inspector said, "I gave the whole thing up. I could not do anything with it. It was impossible."

The defendant was next called. He said that as a member of the committee he assisted in organising the procession. He stated that arrangements were made for about 30 children to be seated on the platforms. Some of the girls arrived late for the procession and had to walk part of the way.

Mr. Lo submitted that the Inspector's orders for the procession to go on to the Praya tended towards confusion. The people knew which route they had to take and on a point of law they were bound to take the route laid down in the permit. They could go no other way. Inspector Appleton was out of order in countermanding the orders issued by the Secretary of Chinese Affairs. Regarding the children, he said that it was impossible to get them on to the platforms owing to the crowds. It was unfortunate that the children who came late were walking. If anything, the whole fault lay with the police. If there had been proper police control everything would have gone all right and there would have been no confusion. He asked his Worship to dismiss all three charges.

Mr. Wood said he proposed to dismiss all three charges. Regarding No. 1 charge of occupying the whole road, this was not the fault of the permit holder, but it was rather the fault of the spectators who blocked the roadway. As to No. 2 charge, that the members of the procession did not obey the police requirements, he agreed with Mr. Lo that the police had not the right to try and divert the procession. The permit gave leave to hold a procession on Wan-chai Road, Queen's Road Central and Queen's Road West. The regulations stated on the permit: "To obey the requirements of the police"—meant that the procession was to stop or to move on as required by the police. He thought that Inspector Appleton's requirements were unauthorised. Regarding the children taking part in the procession, he accepted Mr. Lo's plea that owing to the disorganisation of the procession the children were compelled to walk. It was not the intention of the committee that they should walk.

The defendant was dismissed.



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**A QUAIN OEROMONY.
WEDDED TO A PANTHER.**

Natives of India have many strange customs and ceremonies, some of which are very interesting to witness. A writer in the *Madras Mail* describes a strange ceremony which takes place in Coorg, when one of the native forest rangers has shot a panther. He goes through a curious marriage ceremony with the dead beast as his bride the symbolical idea being that he is uniting himself to strength and courage.

Government, it is understood, gives the ranger a small monetary reward for every panther shot, and no doubt, some of this money goes towards the expenses of the ceremony.

A pandal is erected in a suitable spot not far from the village where the ranger lives. It contains on this occasion a sort of roughly made throne on either side of which are brass lamps that take up their stand not far from the pandal. Presently, a weird melody of hooting, yelling and howling is heard in the distance, and grows louder and more distinct as the procession comes nearer. Two villagers in gala attire supporting the dead panther between them head the procession. The panther has a strange unfamiliar look about it and its body bulges in unexpected places. As the procession approaches closer we see that it has been skinned and stuffed with straw in a clumsy and inept manner. Behind the panther—truly a strange bride—walks the bridegroom, who is the forest ranger responsible for its death. Behind him again walks the best man. This individual invariably holds aloft an umbrella, and takes no part in the proceedings. Practically the whole village follows, men, women and children; all very excited for excitement and noise are synonymous to an Indian—dressed in their best. There is a great mingling of colour, range red, green, yellow, blue, which stand out vividly against the surrounding more sombre jungle. The bridegroom sits on the throne in the pandal, whilst the panther is propped up outside, by means of sticks and ropes, in a perpendicular position.

One by one the villagers come up to the throne and taking off their shoes pour milk down the bridegroom's throat and sprinkle rice over his head. The youngest men of the community touch his feet, by this action is reversed when an older man steps up. After the milk and rice ceremony is over, money is given and when all the villagers have been up in turn to the bridegroom the headman of the village support him out of the pandal and lead him to the panther. A knife is put in his hand, and he slashes at the ropes that bind the panther to its upright position.

This is the end of the marriage ceremony, but no doubt the villagers feast and make merry for a good many hours and thoroughly enjoy the novelty and dissipation which has relieved the monotonous course of village life. Occasionally the forest ranger may be fortunate enough to kill two panthers at a time, but this makes no difference in the ceremony. Both panthers are stuffed with straw, head the procession, and are propped up outside the pandal, and both alike fall ignominiously to the ground at the conclusion of the marriage rites.

**A CHINESE DINNER IN
LONDON.**

A writer in the *Westminster Gazette* says—

A friend recently invited me to dine at a Chinese restaurant in the West End. We had a charming little dinner—chop-uey covered with an omelette, followed by chow-chow and lychees in syrup. The latter fruit, though it must have travelled from China, in some sort of a tin, had not lost its original flavour. The restaurant was cool and airy, the meal a perfect combination of food-stuffs for a brain worker, light and satisfying. I fell to contrasting it with one I had in a Chinese restaurant in the Celestial Land.

In this case the invitation, written on red paper, announced that "a trifling entertainment awaited the light of my countenance." The hour named for the feast being 4 p.m.; I left home, in accordance with Chinese etiquette, at 6 p.m., and even then was the first of the invited guests, who numbered three.

The table was already laid with the regulation dishes—unsustained trifles of varied flavour; eggs black as ink, which had been preserved for years in lime; sea-weed—melon seeds, shredded chicken, pickled fir-tree cones, shrimps sautéed in their shells, fried grasshoppers, slices of oranges, and plums, preserved ginger, lotus root, and who knows what else.

On arriving we were given covered cups of green tea. Then our host begged us to remove our coats. With chop-sticks we picked a dainty here and there, as fancy directed, one sour, one sweet, one salt. The Chinese loves surprises. After this a towel wrung out of hot water was handed round for mopping the heated brow; we then withdrew to another room to await the dinner proper.

Certain dishes always appear on the festive table in China—bird's-nest soup, for instance, sharks' fins stewed in their own juice, pork, and roast duck. These we sampled, for politeness requires a guest to taste every dish. Other delicacies included sinews of deer, baboons' brains, and chickens' tongues. We constantly rinsed our mouths out with warm water, according to custom. Bowls of boiled rice were also supplied to clean the palate. *Samsah* (rice-spirit) was served hot, in china cups, to drink between each course.

Our host constantly apologized for the meanness of the feast. We politely protested. But as the restaurant was the amount of his bill was called aloud for all to hear. The dinner lasted three hours, during which time sixty dishes were presented.

Now ill I was next day!

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The Times Berlin correspondent sends the interesting information that a public wireless telephone service is being installed in Berlin for the circulation of news. The system discharges similar functions to those achieved by tape machines. Subscribers hire an instrument at the rate of 4,000 marks per annum, and the authorities send out reports at fixed hours. All the subscribers have to do is simply to turn a handle in order to listen.



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Telephone Nos. 223 & 225**WIRELESS LINK OF EMPIRE.****OFFICIAL DELAYS.****PRESS UNION EFFORTS.**

In the absence of Lord Burnham at the International Labour Conference at Geneva, Mr. Robert Donald presided at the annual meeting of the Empire Press Union, held in London, on October 25th.

The Chairman referred to the efforts of the Union to secure cheaper and better means of communication within the Empire for the benefit of the public and the Press. The results of their action had not yet matured, he said, but they might be sure that the council would not slacken its efforts in promoting reforms. The Imperial Conference left one important question, to which the Union had devoted much attention in a worse position than before. He referred to wireless. If things remained as they were there would be no Imperial wireless chain. There might be two or more disjointed systems but no one co-ordinated, unified scheme, under one control, linking together all parts of the Empire and adding to our means for distributing news. The Imperial Conference came to no definite decision on the question. Mr. Churchill, as Minister for the Colonies and chairman of the Imperial Communications Committee, took up the subject and hoped to put through a scheme on a big scale. The question passed on to the Cabinet, which found escape from a decision by the usual process of appointing a committee. The committee produced such a narrow and niggardly proposal that Mr. Churchill, who liked to be bold and adventurous, abandoned the child of his adoption.

Wireless had now drifted back to the Post Office. Mr. Hughes had declared for free action by Australia, so dissatisfied was he with the delay in evolving an all-Empire scheme. He was also distrustful of the capacity of the British Post Office to handle a chain which would reach Australia within a reasonable period, or would work when it got there. The South African Government found itself unable to devote money to wireless for several years. New Zealand must come into the Pacific sphere with Australia; Canada would have its own system working in co-operation with England. Two years ago the Indian Government stated officially that it did not want the Post Office plans, but wanted direct communication with England.

The Imperial chain, as we had understood it, was therefore gone. It was true that the first station in the chain, that at Leafeld, Oxfordshire, was opened several months ago; and the second, at Cairo—both begun in 1913—was supposed to be ready at the end of the year. The designs for other stations in the Imperial chain were not yet complete. The Post Office had demonstrated two things by its experience at Leafeld—(1) that the equipment of the station was not up-to-date, and (2) that it had the capacity of disturbing, interrupting, or jamming communications. From other wireless stations, due to the irregularity of the wave lengths it uses. The Post Office adventure in wireless was costing a lot of money and was not doing much good. What the Empire Press Union had asked for was an Empire wireless system built quickly and operated efficiently. Their chief concern was to see the things done, rather than with the authority or combination of authorities who would do it. In the meantime the state of wireless was about as unsatisfactory as it could be.

LORD NORTHCOTE'S WORLD TOUR.

Their honorary treasurer, Lord Northcliffe, during his world tour was giving attention to Empire communications of all kinds, and would use his influence to promote them, including wireless. Wherever Lord Northcliffe went he was a friend of the Press. They might almost regard him as a delegate at large from the Empire Press Union. In an article published that day, Lord Northcliffe referred to the sanctities of English news which reaches that most English of all Dominions, New Zealand, and pointed to a danger which its inadequacy might cause. Supplies of news from America would not have that standard of accuracy which the New Zealand Press sought to maintain, and moreover, would not help to keep a British atmosphere. That was one definite example of what they lost for want of wireless.

The chief event in the history of the Empire Press Union last year was, of course, the Imperial Press Conference in Canada. Next year they hoped, another Press gathering would take place which would have a still wider outlook, and would bring into closer community all newspapers which used the English language. He referred to an Anglo-American Press Conference, suggested by Lord Burnham. It would not be a conference to discuss politics or deal with public questions. It would be a meeting of Press men to discuss Press affairs. By meeting together the men who ran newspapers would be better able to interpret the world problems which affected the two great branches of the English-speaking race, and thereby supplement the decisions which they hoped would be reached by the momentous Conference at Washington, leading to a better understanding between Great Britain and America, and ensuring the peace of the world. (Cheers.)

Lord Apsley, referring to the interchange of staffs recommended by the Second Imperial Press Conference, said very little had been done in this matter. Most proprietors and editors had not been keen on starting anything new which would involve extra expenditure; but they hoped times would soon get better, and then they would be able to get ahead.

Sir Stanley Reed said that so far as India was concerned they had converted their Government to believe in the importance and practicability of a system of wireless, and their Government was prepared to erect, equip, man and work a station in direct communication with the United Kingdom, but it would not put up with a station which was inferior or intermediate. The Union represented an immense amount of publicity, and no (Continued at foot of next column.)

NOTICE TO CONSIGNEES.**HEP & O.S.N. Co.'s Steamer**"DONGOLA".
Arrived Hongkong on Dec. 15th, 1921.From ANTWERP, LONDON,
PORT SAID, ADEEN, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, December 15th, 1921. [1918]

**KONINKLIJKE PAKETVAART
MAATSCHAPPIJ****NOTICE TO CONSIGNEES.**From BELAWAN DELI, PENANG,
AND SINGAPORE.**THE Steamship****"VAN CLOON"**

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by December 22nd, 1921, will be subject to rent.

All broken, damaged and damaged packages are to be left in the Godowns, where they will be examined on December 21st, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JAVO-CHINA JAPAN LUN,
Agents.

Hongkong, December 15th, 1921. [1917]

**THE DUKE OF YORK
ON SCIENCE.****BEST ECONOMY IN INDUSTRY.**

The solicitude of the Royal Family for the welfare of the workers was exemplified on November 4th in the visit to Sheffield of the Duke of York. The keynote of many speeches which he made was the necessity for the leaders of industry to "explore every avenue" to effect economy before curtailing the wages of the workers.

The occasion of the visit was the opening of the new Corporation electricity power station. Addressing the Lord Mayor and City Council, the Duke congratulated the Electric Supply Committee on their great achievement, and said the enormous power station, with all its mechanical and scientific devices, graphically illustrated the last word in economy, and must effectively cheapen production, improve trade, and thereby lessen unemployment.

"If, in order to meet competition in the markets of the world," he proceeded, "manufacturers are forced to economize, it is in my view a better policy to seek a solution of the problem in scientific research than merely to fall back upon a curtailment of wages. The prosperity of the manual worker depends so largely upon scientific development in our industries that I would appeal to our younger generation, into whose advancement I have so deep an interest, to let this truth sink well into their minds—if Britain is to maintain her proud position among the nations of the world they must contribute their quota of science as in the past generation was done by such men as Kelvin, Watt, Stephenson, and Hopkinson. I am glad to find this Yorkshire city, in my county, whose name I am so proud to bear, in the 'war' of modern enterprise and demonstrating to the world that science, industry, and humanity must walk hand in hand in order that we may reach the great goal of national prosperity." (Cheers.)

Inconsiderable amount of pressure should thus be brought to bear upon the Government until the wall of obstruction which stood in Great Britain was broken down. Unless the system of Imperial communication was immediately improved London stood in danger of being dispossessed of its position as the Imperial news centre of the Empire.

Sir Campbell Stuart said he hoped the members of Parliament present had listened with great care to what Sir Stanley Reed had said. It had been said that, so far as India was concerned, they would be glad to receive a concrete proposal with regard to the question of travel scholarships. He was under the impression that the committee had submitted a concrete proposal, but no official answer had been received.

Viscount Burnham was re-elected President, and Viscount Northcliffe, hon. treasurer.

Sir B. Bruce said they regarded Lord Northcliffe as one of the greatest members of their profession. Those who were in Fleet Street in the old days would remember how much working journalists owed to him for his efforts to raise their status and increase their salaries.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS, SUBJECT TO ALTERATION**

SHANGHAI via SWATOW ... "HANGSANG" ... Sun., 18th Dec., D'light
 SANDAKAN ... "MAUSANG" ... Wed., 21st Dec., Noon
 HANGKOK via SWATOW ... "HOPSANG" ... Thurs., 22nd Dec., D'light
 SHANGHAI TIENTSIN via SWATOW ... "WINGSANG" ... Thurs., 22nd Dec., D'light
 MANILA ... "LOONGSANG" ... Fri., 23rd Dec., 3 p.m.
 SHANGHAI YOKOHAMA & KOBE ... "FOOKSANG" ... Sat., 24th Dec., D'light
 STRAITS & CALCUTTA ... "LAISANG" ... Sat., 24th Dec., 3 p.m.
 HAIPHONG via HOLOW ... "LOKSANG" ... Sun., 25th Dec., 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Bolo when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about
 Saturday, 24th Dec., at 3 p.m., for SINGAPORE, PENANG
 & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETZ,
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For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

CALCUTTA No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.**OUTWARDS.**

Vessel	Leaves Hongkong	Discharge
M.V. "GLENHLYE"	...	Due Hongkong
M.V. "GLENNAVY"	...	17th Dec.
M.V. "GLENLUCE"	...	19th Dec.
S.S. "GLENSEANE"	...	23rd Dec.
		31st Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharge
M.V. "GLENNAVY"	28th Jan.	GENOA, LONDON, ROTTERDAM, HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Telephone No. 215 sub-ex. 23 and 3396.

15

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Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about Dec. 22nd

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 22nd Dec.

For further particulars, please apply to—

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No. 37, Bonham Strand, West,
Tel. No. 156.

S. MITARAI,
Agent,
Top Floor, King's Building
Tel. No. 140.

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Kawasaki, Kobe.
Sentry's A.R.C. 5th Ed.
and Scott's Codes.

Telephone Sanamly
2844/25328

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And under the Company's Management—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 8,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, BOND STREET.

27

SHIPPING NEWS

ARRIVALS

December 15th.
Haiphong, British str., 1,182 tons, Capt. E. Jones, from Haiphong and Hoihow, with a general cargo.—Man Wing S.S. & Co.
Hupei, British str., 1,203 tons, Capt. R. F. Mitchell, from Haiphong, with a general cargo.—E. & S.
Methuen, British str., 3,042 tons, Capt. H. James, from Soerabaya, with sugar.—J.C.J.L.
Van Chotte, Dutch str., 2,862 tons, Capt. F. Schlott, from Singapore, with a general cargo.—J.C.J.L.
 December 16th.
Chickang, British str., 1,313 tons, Capt. F. M. Dillon, from Shanghai and Swatow, with a general cargo.—B. & S.
Chenqu, British str., 1,338 tons, Capt. N. H. Leitch, from Bangkok and Swatow, with a general cargo.—B. & S.
India Arrow, American str., 3,990 tons, Capt. S. H. Woods, from New York, with kerosine oil.—Standard Oil Co.
Kanchow, British str., 1,222 tons, Capt. D. H. Martin, from Singapore, with a general cargo.—B. & S.
Kwongtung, British str., 1,572 tons, Capt. Scott, from Bangkok, with a general cargo.—B. & S.
Laisang, British str., 2,227 tons, from Moji, with a general cargo.—J.M. & Co.
Latona, American str., 1,672 tons, Capt. F. Mullin, from Singapore, with a general cargo.—Admiral Line.
Nancy Moller, British str., 690 tons, Capt. Sangster, from Sourabaya and Tourane, with a general cargo.—Moller & Co.
Oanfa, British str., 5,809 tons, Capt. W. L. Williams, from Liverpool, with a general cargo.—B. & S.
Sultan van Kooten, Dutch str., 1,113 tons, Capt. W. T. Lout, from Canton, in ballast.—Asiatic Petroleum Co.
Yunnan, British str., 1,208 tons, Capt. H. P. Hope, from Canton, with a general cargo.—B. & S.

DEPARTURES

December 16th.
Chickang, for Canton.
Dongala, for Shanghai.
Georgin, for Manila.
Huiching, for Swatow.
Busho Maru, for Takao.
India Arrow, for Penang.
Kaiping, for Pakhoi.
Oanfa, for Shanghai.
Phu Yang, for Saigon.
Tonnan, for Shanghai.
Torun Maru, for Canton.
Yelut Maru, for Batn Phat.
Yuenan, for Manila.
Yunnan, for Haiphong.

VESSELS EXPECTED

Araju (E. & A.), due December 18th.
Ava Maru (N.Y.K.), due December 18th.
Bellerophon (Blue Funnel line), due December 18th.
Dilwara (P. & O.), due December 30th.
Empress of Asia, due December 30th.
Euryptus (Blue Funnel line), due December 18th.
Egypt (P. & O.), due December 27th.
Gregory Apar (B.L.), due Dec. 23rd.
Inaba Maru (N.Y.K.), due January 18th.
Kashima Maru (N.Y.K.), due Dec. 18th.
Kishino Maru (N.Y.K.), due January 7th.
Monteagle (C.P.S.), due December 27th.
Kashima (P. & O.), due December 18th about 6 a.m.
Togo (P. & O.), due January 17th.
Tango Maru (N.Y.K.), due Dec. 19th.
Yokohama Maru (N.Y.K.), due December 22nd.

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 can be kept in a perfect condition all the year round by a regular use of Beehive a-rola. It is a skin preservative and cleanser. It removes all blemishes, freckles, and spots. It is the only skin preparation that is safe for all complexions and all seasons. Manufactured by M. BEETHAM & SON, CHELTENHAM, ENGLAND.

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 A French Preparation for all Complexions
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RIGAUD'S
KANANGI
 OF JAPAN
 TOILET WATER
 RIGAUD & CO.
 10, rue Vivienne, 5.

CHURCH SERVICES

St. John's Cathedral, Hongkong, 18th December, 1921, 4th Sunday in Advent. Holy Communion (7.50 a.m.). Children's Service (10 a.m.). Responses: Ferial; Venite, No. 11; Attwood; Psalm, 49; To Deum, 10, 8, 5; Benedictus, No. 1; Tertius Noble; Anthem, "Praise His awful Name." Spahr; Hymn, 53; Sevenfold Amen.

Holy Communion (12 noon). Evening (6 p.m.). Responses: Ferial Lawes; Macfarren; Psalms, 96, 97, 93, Fussell; Magnificat, No. 7; Nunc Dimittis, Barnaby; Hymns, 193, 50, 24, (1st Tune); Sevenfold Amen.

Union Church, (Kennedy Road).—Sunday Service, December 18th. Morning Service at 11 a.m. Hymns 60, 178, 797, 383, 378. Evening Service at 6 p.m. Hymns: 69, 730, 177, 389, 683. Preacher at both Services: Rev. J. Kirk Macdonald.

First Church of Christ Scientist, MacDonnell Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

WEATHER REPORT

December 16th, at 11.15. — Pressure has increased moderately at Vladivostok and decreased moderately from Weihaiwei to Shanghai. It has decreased slightly at Hongkong and Amoy.

The anticyclone has moved eastward, and a depression has formed over N.E. China. The monsoon is interrupted to the North of Amoy.

Moderate monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.00 inch. Total since January 1st, 97.50 inches, against an average of 82.54 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong to Gap Rock (N.E. winds, moderate; overcast, some rain).
Formosa Channel (The same as No. 1).
South coast of China between Hongkong and Lamcocks (The same as No. 1).
South coast of China between Hongkong and Hainan (The same as No. 1).

HONGKONG TIDE TABLE

From 17th to 23rd December, 1921.

Days of Week or Days of Month	HIGH WATER			LOW WATER		
	H'kong Standard Time	Height	Height	H'kong Standard Time	Height	Height
Satur. 17	h. m.	ft. in.	ft. in.	h. m.	ft. in.	ft. in.
	11 47	4 8	5 12	0 5	10 25	3 4
Sun. 18	10 25	3 4	4 3	0 5	11 17	3 4
Mon. 19	11 17	3 4	4 6	0 9	1 42	4 9
Tues. 20	1 42	4 9	5 45	1 3	0 18	7 4
Wed. 21	0 18	7 4	6 50	3 8	2 40	5 0
Thur. 22	1 23	6 7	8 37	1 8	3 36	5 2
Fri. 23	2 40	5 0	8 11	4 0	4 29	6 5
	4 29	6 5	10 19	2 8	5 18	6 0
	5 18	6 0	11 53	3 2		

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, December 15th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.0	29.99	29.97
Temperature	70	68	67
Humidity	57	67	92
Wind Direction	E.	E.	E.
Force	3	3	1
Weather	3	0	cd
Rain	0.00	0.00	0.03

Highest open-air Temperature on 15th ... 70
 Lowest open-air Temperature on 16th ... 67

P. & O. S. N. CO.

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Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA", Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about Tuesday the 27th December, 1921, taking Passengers and Cargo for the above Ports. 8th and 9th Volumes and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to **MACKINNON, MACKENZIE & CO.**

Hongkong, December 9th, 1921. [1893]

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From Hongkong	Days	From Vancouver	Days	From St. John	Days	From Liverpool
E. Asia	Jan. 5	Jan. 23	Montcalm	Feb. 1	Feb. 7	
Monteagle	Jan. 17	Feb. 10	Helita	Feb. 17	Feb. 24	
E. Japan	Feb. 8	Mar. 1	Mincedosa	Mar. 10	Mar. 17	
E. Russia	Feb. 23	Mar. 13	Metagama	Mar. 24	Mar. 31	
E. Asia	Mar. 23	April 10	E. Britain	Apr. 22	Apr. 28	

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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Trans-Pacific Service
HONGKONG to SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu.
 as "NANKING" Feb. 20th as "CHINA" Jan. 18th
Java Service
 BETWEEN HONGKONG, SINGAPORE AND BATAVIA.
 HONGKONG TO SINGAPORE & BATAVIA.
S.S. "NILE"
 December 17th.
FAST FREIGHT SERVICE
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"CHERIBON MARU" sailing on or about 18th Dec.
 "MACASSAR MARU" sailing on or about 5th Jan.

For MOJI, KOBE, OSAKA and YOKOHAMA.

"SAMARANG MARU" sailing on or about 24th Dec.
 "BORNEO MARU" sailing on or about 18th Jan.

For further particulars please apply to—

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 VIA KWEILUNG, SHANGHAI, THE INI AND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	23,000	Dec. 18th
PERSEA MARU	23,000	Jan. 5th
TATTO MARU	23,000	Jan. 15th
SUREA MARU	23,000	Jan. 1st
TENYO MARU	23,000	Feb. 10th
KOREA MARU	23,000	Feb. 23rd

Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA RUIZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	15,000	Feb. 26th
ANYO MARU	15,000	Mar. 26th
SEIYO MARU	14,000	May 13th

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 LEAVE HONGKONG ARRIVE SAN FRANCISCO
 S.S. "HOOSIER STATE" Jan. 21st, Noon Feb. 15th.

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"VAN CLOON"

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 and China, Japan and Philippine Island Ports.

"WEST JESTER" sailing about 5th Jan.

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 14th Floor, Princes Building, Telephone 1062.

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Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SMIRNA, EL AGIOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE
FAR EAST, UNITED KINGDOM & CONTINENT.S.S. "KAZEMBE" ... 18th Dec. London, Rotterdam & Hamburg.
S.S. "NEWBY HALL" ... 15th Jan. London, Rotterdam & Hamburg.

HOMEWARD PASSENGER SERVICE

S.S. "CITY OF MANCHESTER" 30th Feb. London
S.S. "CITY OF SIMLA" ... Middle March London
Subject to change without notice.

For particulars of freight and passage rates apply to—

or REISS & Co., Canton.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

JERSEY S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KATUNA" ... via Suez Canal ... 31st Dec.
S.S. "YANGTZE" ... via Suez Canal ... 28th Dec.
S.S. "EUBLOCHUS" ... via Suez Canal ... 10th Jan.
S.S. "CITY OF CAMBRIDGE" ... via Suez Canal ... 20th Jan.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. REISS & Co., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINKS.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KUEI & YOKOHAMA	"PORTHOS" ... 20,000	On or about 18th Dec.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ, DUBOULT, SUEZ & PORT SAID	"P. LEONAT" ... 20,000 "ANGKOR" ... 12,000	On or about 18th Dec. On or about 2nd Jan.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSHER,
Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Overlapping 9 or 10 Days)

S.S. "HAILONG" ... Capt. W. Cooper ... TUESDAY, Dec. 20th, at 12 Noon.
S.S. "HAILONG" ... Capt. J. S. Thomson ... TUESDAY, Dec. 27th, at 12 Noon.
* Calling at Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS, LAFRAIK & CO.
General Managers.

P. & O., British India

Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORIZON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS	Tonn	From Hongkong (about)	Destination
"NELORE"	7,000	21st Dec.	Marseilles, London & Antwerp
"DUMERA"	6,000	27th Dec.	Singapore, Colombo & Bombay
"DONGOLA"	6,000	4th Jan. 1922	Marseilles, London & Antwerp
"DIWARA"	6,500	10th Jan.	Singapore, Colombo & Bombay
"BOYPT"	7,500	18th Jan.	Singapore, Colombo & Bombay
"KASHMIR"	6,500	21st Jan.	Marseilles, London & Antwerp
"NAGOYA"	6,500	15th Feb.	do
"KASHGAR"	6,500	1st Mar.	do
"SINILVA"	6,700	14th Mar.	Singapore, Colombo & Bombay
"KHYA"	6,000	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	6,000	29th Mar.	do
"NOVARA"	6,500	12th Apr.	do
"KALYAN"	6,500	25th Apr.	do
"PLASSY"	7,500	10th May	do
"DONGOLA"	6,000	27th May	do

BRITISH INDIA-APCAR SAILINGS (South)

"TARDA" ... 7,000 ... 11th Dec. 1 p.m. Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

SS	Tonn	From Hongkong (about)	Destination
"ARAFURA"	6,000	9th Jan.	Mandla, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
"ST. ALBANS"	6,500	6th Feb.	do

SAILINGS TO SHANGHAI & JAPAN

SS	Tonn	From Hongkong (about)	Destination
"DONGOLA"	6,000	17th Dec. 10 a.m.	Shanghai and Kobe
"ARAFURA"	6,000	20th Dec.	Yokohama direct
"KASHMIR"	6,500	20th Dec.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Parcels (Maximum not more than 50 lb. x 3 ft. x 1 ft.) will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.S.S. "ATLAS MARU" ... Wednesday, 31st Dec.
* calling at Marseilles.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

S.S. "CANADA MARU" ... Friday, 13th Jan.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORES.S. "KASADO MARU" (taking passenger) ... Thursday, 22nd Dec.
S.S. "JAVA MARU" ... Saturday, 31st Dec.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.

S.S. "PEKING MARU" (omitting Bangkok) ... Thursday, 15th Dec.
S.S. "BURHO MARU" ... Sunday, 1st Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Dairen—Regular, fortnightly PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

S.S. "ALABAMA MARU" (omitting Shanghai) ... Wednesday, 31st Dec.
S.S. "ARABIA MARU" ... Monday, 2nd Jan.

NEW YORK via PANAMA—Regular monthly service via Japan, Paris, San Francisco, Panama and Cuban Ports.

S.S. "HAGUO MARU" ... Wednesday, 18th Jan.

NEW ORLEANS LINE via SUEZ.
S.S. "HAMBURG MARU" ... Friday, 10th Jan.JAPAN PORTS—Kobe & Yokohama via Shanghai
S.S. "HIMALAYA MARU" ... Thursday, 29th Dec.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

S.S. "ANAKUSA" ... Sunday, 18th Dec.
S.S. "TAKAO" ... Thursday, 29th Dec.For sailing dates and further particulars please apply to
Y. YABUDA, Manager,
No. 1, Queen's Building,
Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer "TALYEN" ... About 14th Jan. ... About 20th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried to attend to the needs of the passengers. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For 2, 3, 4 and 5 and 6 and 7 and 8 and 9 and 10 and 11 and 12 and 13 and 14 and 15 and 16 and 17 and 18 and 19 and 20 and 21 and 22 and 23 and 24 and 25 and 26 and 27 and 28 and 29 and 30 and 31 and 32 and 33 and 34 and 35 and 36 and 37 and 38 and 39 and 40 and 41 and 42 and 43 and 44 and 45 and 46 and 47 and 48 and 49 and 50 and 51 and 52 and 53 and 54 and 55 and 56 and 57 and 58 and 59 and 60 and 61 and 62 and 63 and 64 and 65 and 66 and 67 and 68 and 69 and 70 and 71 and 72 and 73 and 74 and 75 and 76 and 77 and 78 and 79 and 80 and 81 and 82 and 83 and 84 and 85 and 86 and 87 and 88 and 89 and 90 and 91 and 92 and 93 and 94 and 95 and 96 and 97 and 98 and 99 and 100 and 101 and 102 and 103 and 104 and 105 and 106 and 107 and 108 and 109 and 110 and 111 and 112 and 113 and 114 and 115 and 116 and 117 and 118 and 119 and 120 and 121 and 122 and 123 and 124 and 125 and 126 and 127 and 128 and 129 and 130 and 131 and 132 and 133 and 134 and 135 and 136 and 137 and 138 and 139 and 140 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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sail
HAIPHONG	"YUNNAN"	On 17th Dec.	11 a.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 18th Dec.	11 a.m.
SWATOW, SHANGHAI & FUKOW	"CHENAN"	On 18th Dec.	11 a.m.
SWATOW & SINGAPORE	"LUCHOW"	On 18th Dec.	10 a.m.
SWATOW	"KANCHOW"	On 18th Dec.	10 a.m.
NINGPO & SHANGHAI	"CHENGKANG"	On 18th Dec.	10 a.m.
SWATOW & BANGKOK	"CHENGKANG"	On 18th Dec.	10 a.m.
HONGKONG	"HUICHOW"	On 19th Dec.	Noon
SHANGHAI	"SZECHOW"	On 20th Dec.	10 a.m.
SWATOW & SINGAPORE	"KANGCHOW"	On 21st Dec.	Noon
SHANGHAI	"BOOCHOW"	On 22nd Dec.	Noon
SHANGHAI & TIENTSIN	"YINGCHOW"	On 24th Dec.	Noon
PAKHOI & HAIPHONG	"KAIPOH"	On 25th Dec.	10 a.m.
MANILA, Cebu & ILOILO	"TAMING"	On 25th Dec.	Noon

S.S. SHANGHAI LINE—PASSENGER, MAILS AND CARGO.

State-rooms, Regular, scheduled service between Canton, Hongkong, Shanghai, three weekly, and Tientsin (weekly), taking cargo on through Bills of Lading to all the ports of the coast and North China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Tientsin.

S.S. BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.



SAILING (about) 10 a.m. S.A. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

For VICTORIA, VANCOUVER, SEATTLE

From Hongkong. Arrive Seattle

FREIGHT & PASSENGER SERVICE.

SS	Sail for	Arrived
"SILVER STATE"	for Manila Dec. 19th	Seattle Jan. 20th
"SILVER STATE"	for Seattle Jan. 1st	Jan. 20th
"PINETREE STATE"	for Manila Jan. 2nd 1922	Jan. 31st
"PINETREE STATE"	for Seattle Jan. 18th	Jan. 31st
"WENATCHEE"	for Manila Jan. 18th	Feb. 15th
"WENATCHEE"	for Seattle Jan. 18th	Feb. 15th
"DAY STATE"	for Manila Jan. 30th	Mar. 1st
"DAY STATE"	for Seattle Feb. 9th	Mar. 1st

Through Bills of Lading issued by Owners' Common Agents. For Freight and

